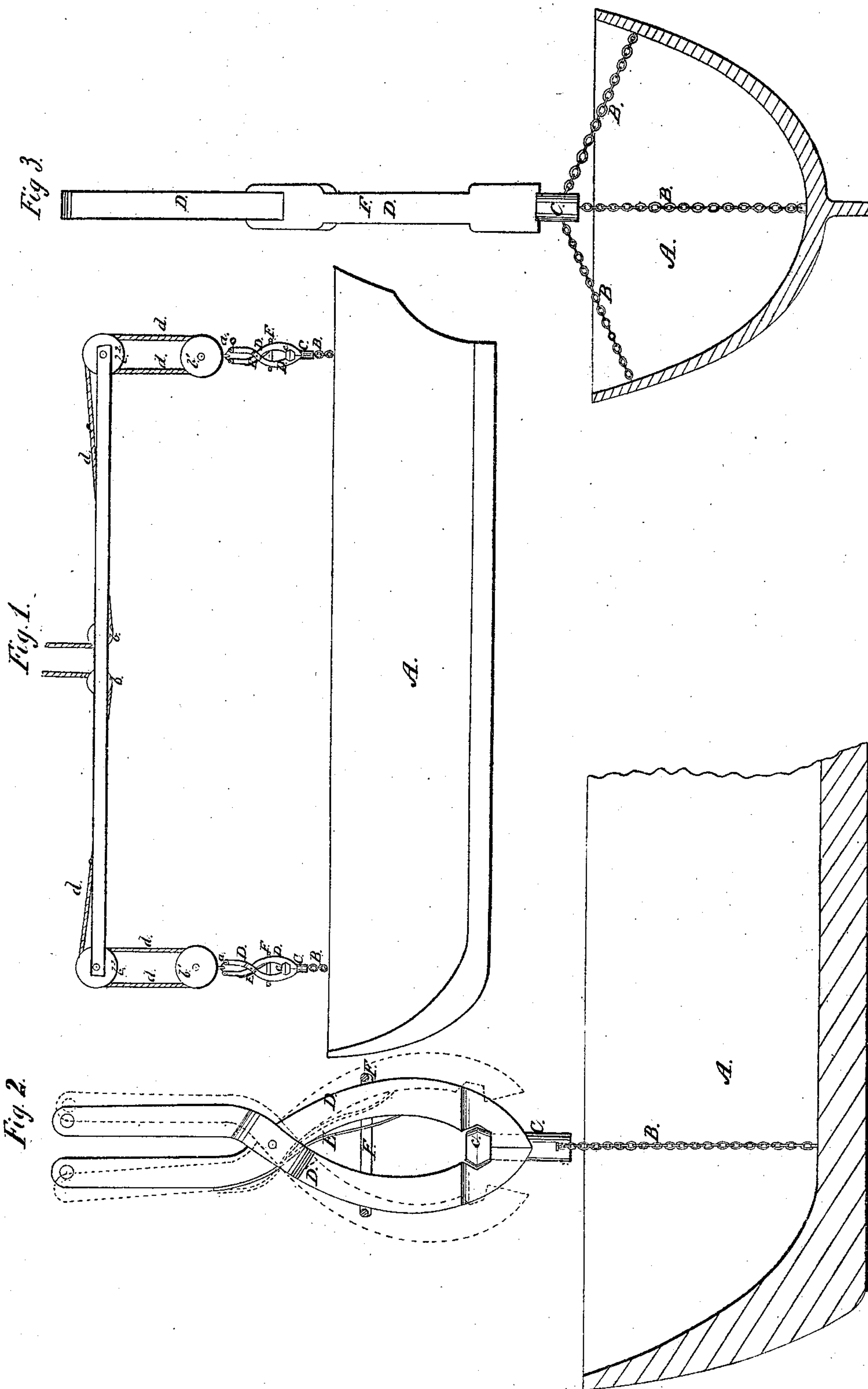


*H. De Veurve.*  
*Boat Detaching.*

*N<sup>o</sup> 19,666.*

*Patented Mar. 16, 1858.*





# UNITED STATES PATENT OFFICE.

HENRY DE VEUVE, OF GALVESTON, TEXAS.

## ARRANGEMENT OF DEVICES FOR LOWERING AND DETACHING BOATS.

Specification of Letters Patent No. 19,666, dated March 16, 1858.

*To all whom it may concern:*

Be it known that I, HENRY DE VEUVE, of Galveston, in the county of Galveston and State of Texas, have invented a new and  
5 useful Arrangement of Devices for Lowering and Detaching Life and other Small Boats from Large Ships; and I do hereby declare that the following is a full, clear, and exact description of the same, reference  
10 being had to the accompanying drawings, forming part of this specification, in which—

Figure 1, is a side view of a life boat being lowered with my improved device. Fig.  
15 2, is a broken enlarged section of the same lowered into the water and detached. Fig. 3, is a vertical transverse section of the same.

Similar letters of reference in each of the  
20 several figures indicate corresponding parts.

To employ a self acting device of this character with safety and advantage, several things are absolutely necessary: 1st, a safe and sure lowering of the boat on an  
25 even keel, and if possible the same to be accomplished by one man; 2nd, the boat should become detached at both ends at the moment she floats and still be under the control of the crew, and 3rd, the device  
30 should be so simple that every sailor can adapt himself to it.

With my invention I believe all of the above requisites will be complied with.

The improvement made by me embraces  
35 the arrangement consisting of the three chains or braces projecting from the bottom and sides of the life boat, and meeting over the center of the same, the central bolt with a broad head attached to the ends of said  
40 chains and uniting the same, and the two levers crossing each other and united together by one pivot, and furnished with jaws suitable for clasping and holding the bolt below the head, and which will close  
45 by the weight of the boat being suspended upon them, and open when the boat floats upon the water.

To enable others skilled in the art to make and use my invention, I will proceed  
50 to describe its construction and operation.

A, represents a small yawl or life-boat of ordinary construction. B, B, B, are three chains or braces projecting up from the bottom and sides of this boat, and meeting  
55 over the center of the same, and fastened to a central bolt C, which has a broad head c.

These chains or braces prevent the boat upsetting and insure its alighting upon the water on an even keel owing to one counter-acting the lateral pull of the other.

D, D, are the two levers which grasp the bolt below its head when the weight of the bolt is suspended as shown in Fig. 1. These levers are crossed and pivoted together near the center of their length in the same manner as the levers in a pair of tongs or pincers. The jaws or lower ends of these levers are shaped so as to encircle the neck of the bolt and also, when closed, to surround and bear upon two sides of the head of the same,  
60 as shown in Figs. 1 and 2. 65 70

E, is a flat spring attached to the outer edge of one of the levers and passed through a slot in the other, in such a manner as to exert an outward thrust upon both levers and thus give the jaws of the levers a tendency to spread apart. This spring is used in order to insure the opening of the jaws when the life-boat or yawl floats. It, however is not strong enough to hold the jaws open when the boat is suspended on the levers by the bolts and chains, in the manner shown in Fig. 1. The spring instead of being flat and arranged as shown may be spiral and placed between the upper ends of the levers. 75 80 85

F, is a sliding shackle arranged around the outside of the levers forming the grapple hook. This shackle by being slipped down upon the lower jaws of the grapple hook keeps them closed, and by being slipped up off the same allows the spring to open the jaws and free them from the bolt as illustrated in red. 90

By examining the drawing Fig. 1, it will be seen that an arrangement similar to the one described is necessary near each end of the small boat, and that the ends of the levers must be connected together by a cord a, suspended from a double tackle block. 95 100

The lowering of the boat is effected by means of blocks b, b, b', b', b<sup>2</sup>, b<sup>2</sup>, and cords d, d, arranged on the davits of the ship in the usual manner or as shown in Fig. 1.

The operation is as follows: The lowering tackle being all properly adjusted, the grapple hooks are placed around the neck of the bolts C, C, as shown in Fig. 1, and held so by means of a shackle which is slipped down upon the lower jaws of the grapple hooks. All being ready and as many of the crew and passengers in the boat as she will hold,  
105 110



the tackle is operated and the boat swung out and lowered as usual. As long as the boat is suspended above the water, the grapple-hooks retain a firm hold upon the bolts C, C, and also so long as the shackle binds the jaws together, no matter if the boat lights upon the water, she cannot detach, but as soon as the boat floats and the shackle is thrown up off the jaws, the weight thereby being removed, the springs become the greater power and they will force apart the jaws of the grapple hooks and cause them to release their hold on the bolts D, D, and thus free the boat.

The advantages of this arrangement are, 1st, a great saving of time and a perfect certainty in unhooking which can be done with the strength of one finger conveniently; 2nd, although the action of the water does unloose the boat, still it will not do so until the officer in charge desires or orders the shackle to be lifted; 3rd, if the command to unhook is given too soon or too late, still the weight of the boat keeps the grapple hooks fast un-

til the boat floats, and in the latter case, instead of the boats falling into the trough of the sea to be caught under the ship by the returning roll, by a moment's work, the shackle can be rehooked and the boat made as secure as ever.

The importance of an invention of this character must be evident to every one who has noticed the great loss of life, especially in passenger packets occasioned by a bad or unfortunate lowering or detaching of the boats in a heavy sea.

What I claim as my invention and desire to secure by Letters Patent, is—

The peculiar arrangement consisting of the chains or braces B, B, B, central broad-headed bolt C, and grapple-hook D, with the lowering tackle of a ship, substantially as and for the purposes set forth.

HENRY DE VEUVE.

Witnesses:

G. YORKE AT LEE,  
EDM. F. BROWN.