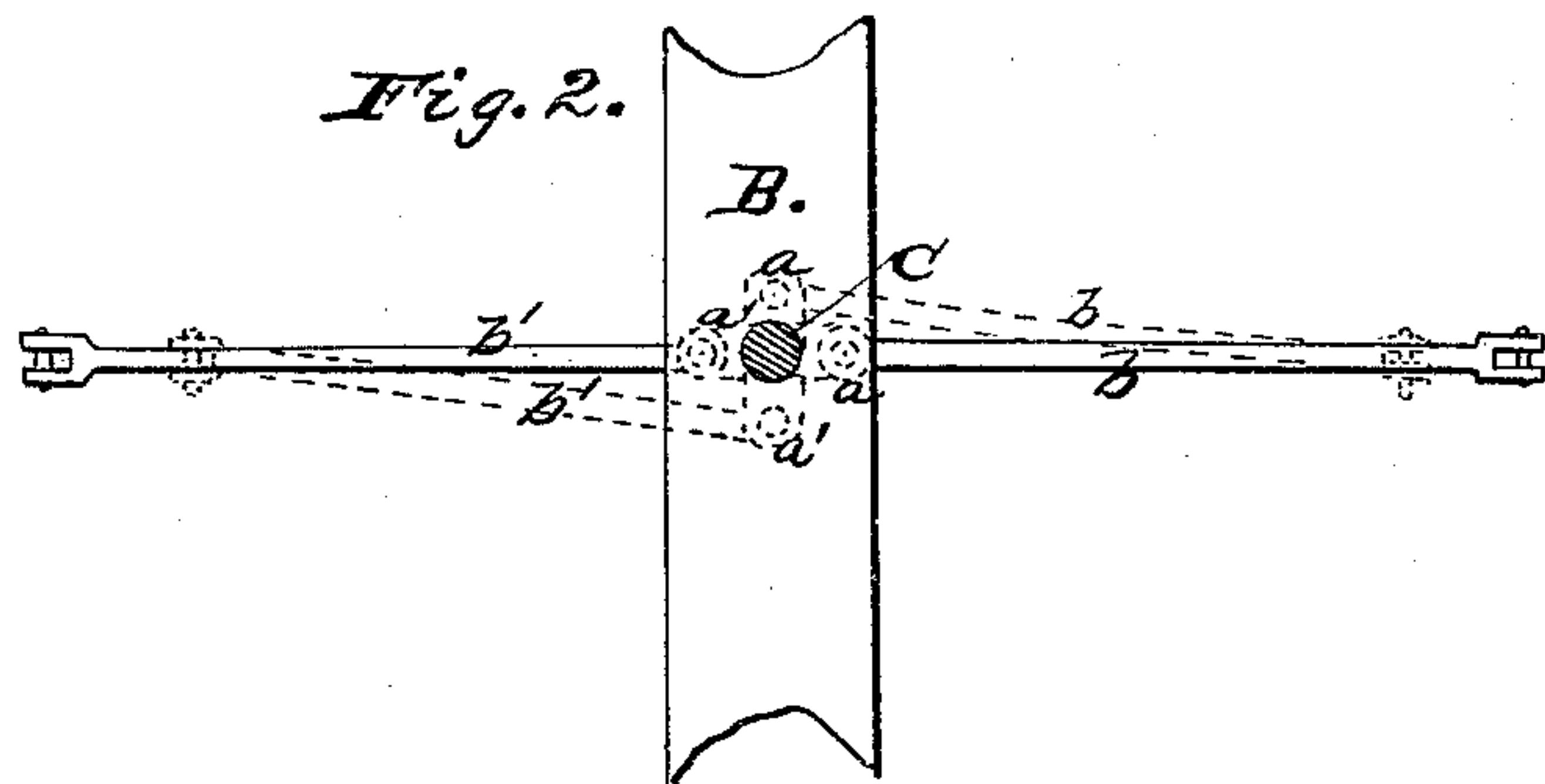
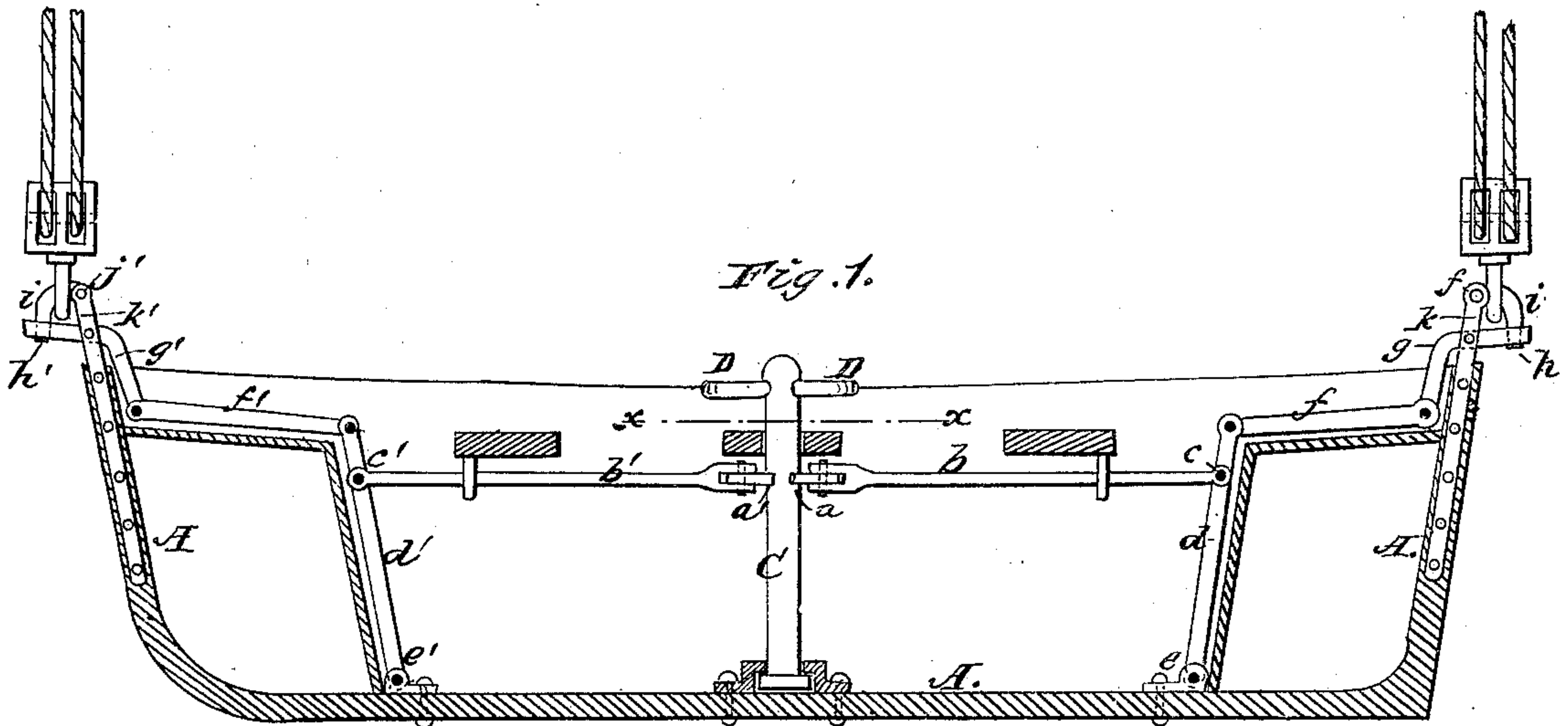


J. R. Taylor.
Boat Detaching.

N^o 61,279.

Patented Jan, 15, 1867.



Witnesses.

James Kiddy
Chas. B. Kesperday

Inventor.

James R Taylor

United States Patent Office.

JAMES R. TAYLOR, OF NEW YORK, N. Y.

Letters Patent No. 61,279, dated January 15, 1867.

IMPROVED BOAT-DETACHING TACKLE.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JAMES R. TAYLOR, of the city, county, and State of New York, have invented certain new and useful improvements in Apparatus for Detaching Boats; and that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents a longitudinal vertical section through a boat suspended by my apparatus, the devices being shown in full and in side elevation.

Figure 2 represents a top plan of a fragmentary portion of the same.

Similar letters of reference, where they occur in the separate figures, denote like parts in both of them.

This invention relates to a series of links, levers, and connecting-rods, for operating the disconnecting pivoted hooks over which the rings in the davit-blocks take, and by which the boat is suspended or held.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawings.

In the centre of the boat A, and say at the central seat B, therein, there is a vertical shaft or windlass, C, with a lever, D, passed through its top, by which it may be turned. On this windlass or shaft C, below the seat, are two arms, *a a'*, diametrically opposite each other, but a little skewed from the centre line of the boat, so as not to have any dead-point, which would cause them to work hard. To these arms are connected respectively the rods *b b'*, which unite at *c c'* to the levers *d d'*, which are pivoted to the bottom of the boat, as at *e e'*. To the tops of these levers *d d'* are connected the rods or links *f f'*, which unite with the bent and pivoted levers *g g'*, said levers having upon their farther projecting or free ends, dead-eyes *h h'*, through which the bent hooks or bolts *i i'* pass, said hooks or bolts being pivoted at *j j'* to the holding-heads *k k'*. When the rings of the davit-blocks are passed over the hooks or bolts *i i'*, and the ends of these hooks or bolts inserted in the dead-eyes *h h'*, of the bent pivoted levers *g g'*, the boat will be firmly suspended or held thereby. When the boat is to be disconnected, the operator seizes the lever D, and giving the windlass C a quarter turn, or thereabouts, the ends of the bent levers *g g'* are thrown down, releasing the hooks or bolts *i i'*, which turn upon their pivots, and the boat is free.

Having thus fully described my invention, I would state that I do not claim the hook, that being patented to Brown and Level on the 4th December, 1866; but what I do claim therein as new, and desire to secure by Letters Patent, is—

Combining with the central windlass or shaft C, and the hooks or bolts *i i'*, at the ends of the boat, the rods, levers, and links *b b'*, *d d'*, *f f'*, and *g g'*, for connecting and detaching boats, substantially as herein described and represented.

JAMES R. TAYLOR.

Witnesses:

A. B. STOUGHTON,
EDM. F. BROWN.