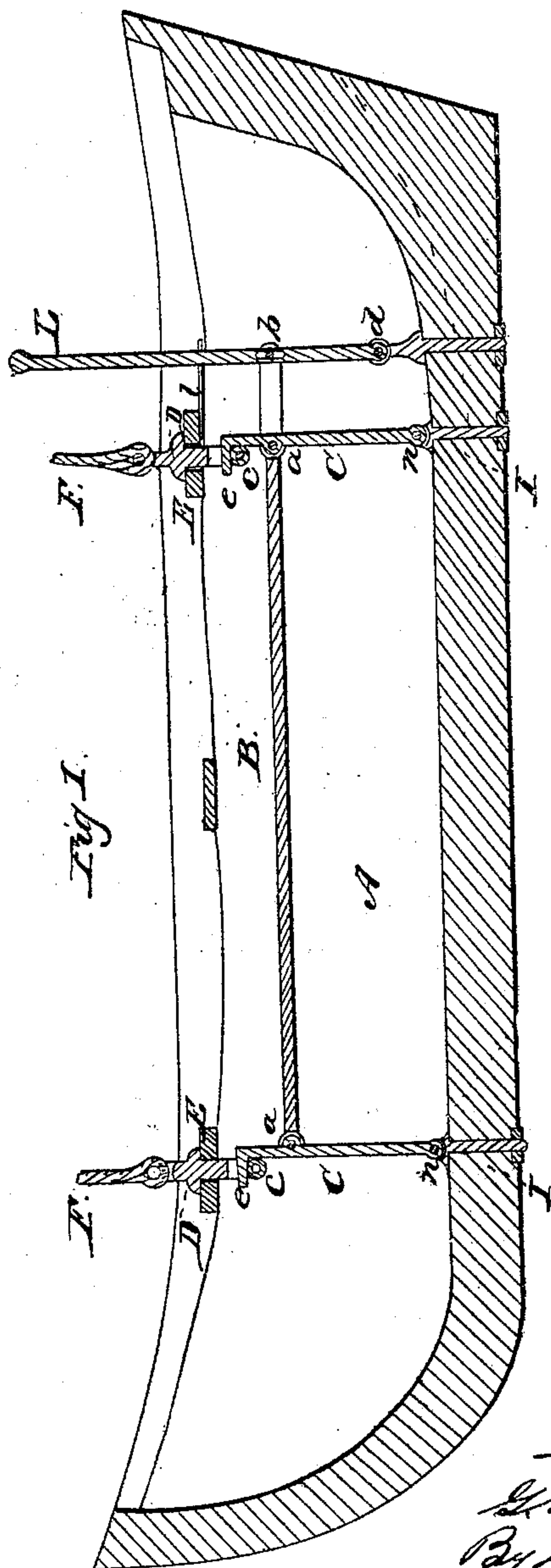
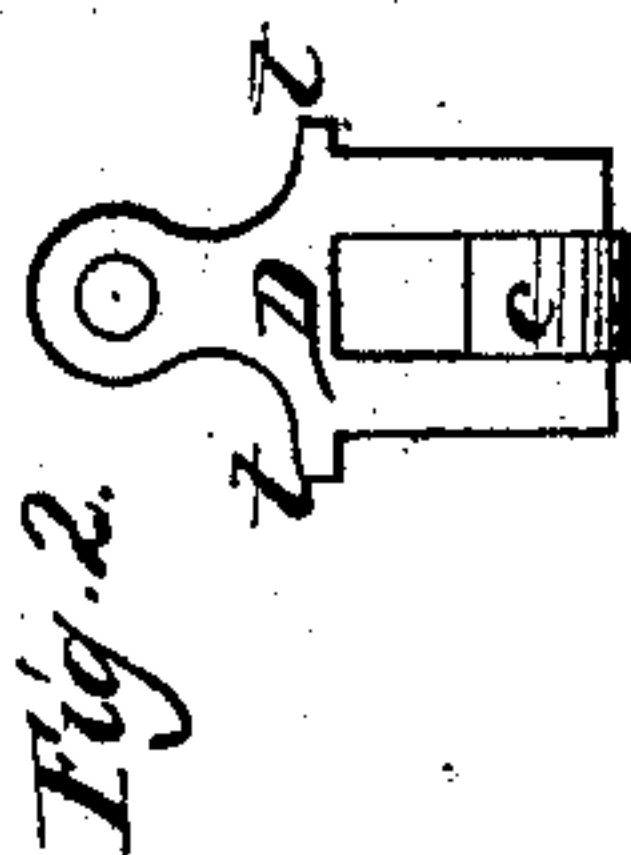


*G. B. Massey.*  
*Boat Detaching.*

*N<sup>o</sup> 63,544.*

*Patented Apr. 2, 1867.*



*Witnesses.*  
*P. J. Dodge*  
*E. R. Ferris*

*Inventor.*  
*G. B. Massey*  
*By Dodge & Mann*  
*his attorneys*

# United States Patent Office.

G. B. MASSEY, OF NEW YORK, N. Y.

*Letters Patent No. 63,544, dated April 2, 1867.*

## IMPROVEMENT IN 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, G. B. MASSEY, of New York, in the county of New York, and State of New York, have invented certain new and useful improvements in Boat-Detaching Apparatus; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use my invention I will proceed to describe it.

My invention consists in a novel construction and arrangement of devices for instantaneously detaching boats from their supports, as hereinafter explained.

Figure 1 is a longitudinal vertical section of a boat with my improved apparatus applied.

Figure 2 represents a portion detached.

I secure to the bottom of the boat, at suitable points, two strong bolts I, to which are jointed, at *n*, vertical rods C, having their upper ends bent at right angles to form hooks *e*, as represented in the drawing. These rods C I connect by a longitudinal rod or bar, B, by a joint at the rear end of said bar extending back and being jointed to a lever, L, the lower end of which is hinged at *d* to another bolt, secured to the bottom of the boat as shown. I then provide a strong metallic block, D, having an opening at its centre, and a friction-roller, *e*, placed therein, as represented in fig. 2, and in section in fig. 1. These blocks D are provided with shoulders or flanges *t*, so that when inserted into the holes provided for them in the seats or cross-bars E they cannot drop through or become displaced. The blocks D being attached to the falls or lines F, are then inserted in holes made to receive them, one forward, and the other aft; when, by shoving the lever L forward, the hooks *e* are made to hook into the blocks D, as shown clearly in fig. 1, and thus securely fasten the boat, a spring-rod, *l*, serving to lock the lever L in position and prevent the hooks from becoming accidentally released or unhooked. When it is desired to detach the boat all that is necessary is to draw back the lever L, and both hooks are released simultaneously, and the boat thus permitted to drop fair and square upon the water, the friction-roller *e* permitting the hooks to be withdrawn with ease.

Having thus described my invention, what I claim, is—

The vertical rods C, hinged to the boat at their lower ends, and provided with the hooks *e* at their upper ends, in combination with the blocks D, connecting-bar B, and lever L, arranged to operate as herein shown and described.

G. B. MASSEY.

Witnesses:

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