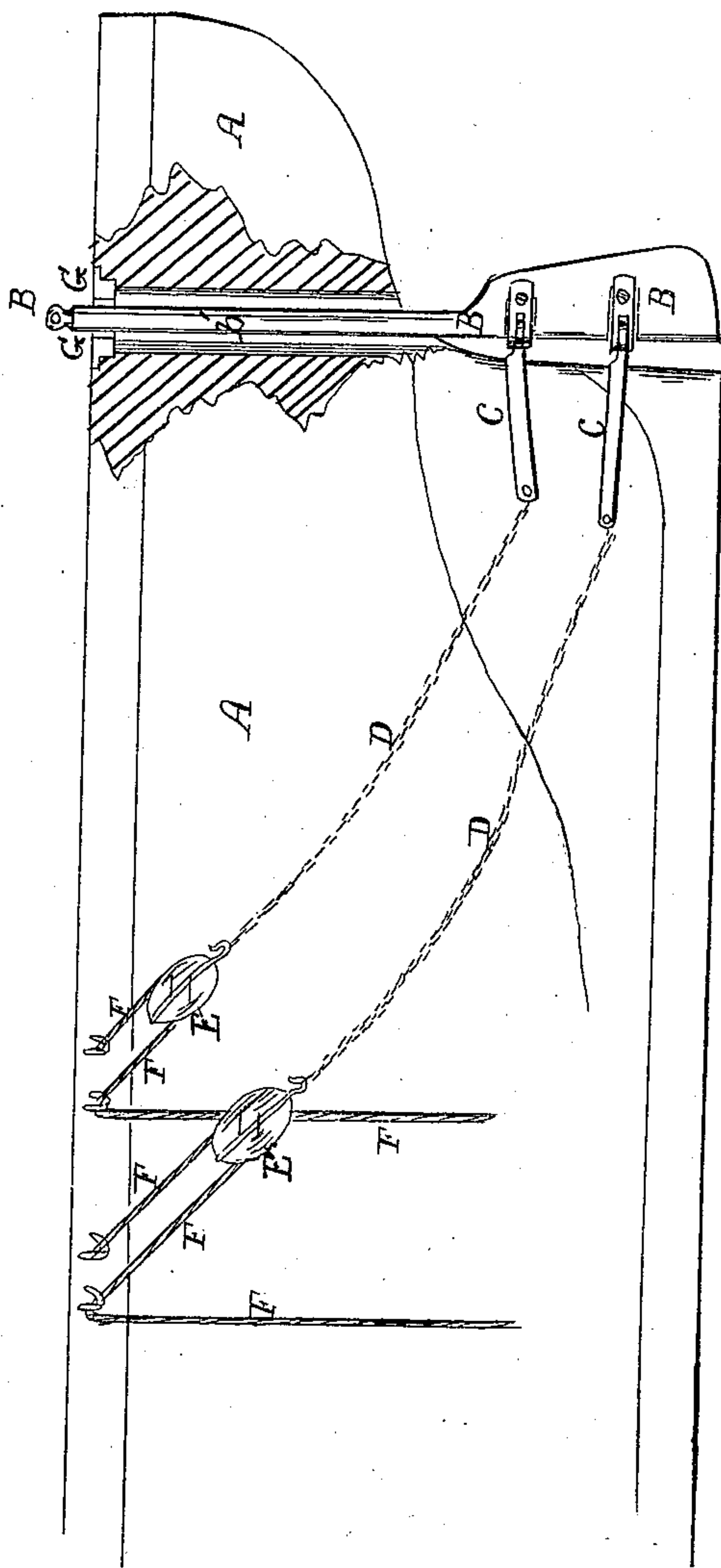


H. L. Stibbs,
Steering App's.

No. 64,920.

Patented May 21 1867.



Witnesses.
Thos. Truett
J. A. Service.

Inventor.
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H. L. STIBBS, OF SAVANNAH, GEORGIA.

Letters Patent No. 64,920, dated May 21, 1867.

IMPROVED TEMPORARY RUDDER

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, H. L. STIBBS, of Savannah, Chatham county, Georgia, have invented a new and improved Temporary Rudder; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which the figure is a side view of the stern of a vessel having my improved temporary rudder attached, part being broken away to show the construction.

My invention has for its object to furnish an improved temporary rudder so constructed and arranged that should the vessel's rudder become lost or broken, it may be readily and quickly adjusted in place; and it consists in the combination of the branched or forked hinge straps and chains, or their equivalent, with the rudder, the whole being constructed and arranged as hereinafter more fully described.

A represents the stern of the vessel. B is the rudder, which may be made of metal, and the post *b'* of which is passed up the vessel's rudder-post hole. To the body of the rudder are hinged two or more branched or forked straps, C, the branched or forked parts of which are so shaped as to fit upon the stern of the vessel, as shown in the drawings. To the ends of the straps C are attached chains D, or their equivalent, passing upward and forward, as shown in the drawing, and to the ends of which are attached pulley-blocks E, around the pulleys of which are passed ropes F, one end of which may be attached to eye-bolts in the sides of the vessel, and the other ends of which may be passed through eye-bolts, or other supports to which they may be attached when drawn taut.

In shipping the rudder a rope is passed through the rudder-post hole, and its lower end brought inboard and secured to the eye at the end of the rudder-post *b'*. The chains D and ropes F are then adjusted, and the rudder lowered over the stern of the vessel. The post *b'* is then drawn up through the rudder-post hole and the chains D are drawn taut by the ropes F, the free ends of which are then secured. The metallic rudder-post *b'* being much smaller than the rudder-post hole through which it is passed, a collar, G, may be fitted into the upper end of the said rudder-post hole to furnish a bearing for the upper part of the post *b'*.

The rudder thus constructed can be carried upon the vessel's deck, and, should the ordinary rudder be lost or disabled, it can be shipped in a very short time, so as to guide the vessel and enable her to reach her port.

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

The combination of the chains D, or their equivalent, and branched or forked hinge straps C with the body of the rudder B, substantially as herein shown and described, and for the purpose set forth.

The above specification of my invention signed by me this 11th day of April, 1867.

H. L. STIBBS.

Witnesses:

WM. F. McNAMARA,
JAMES T. GRAHAM.