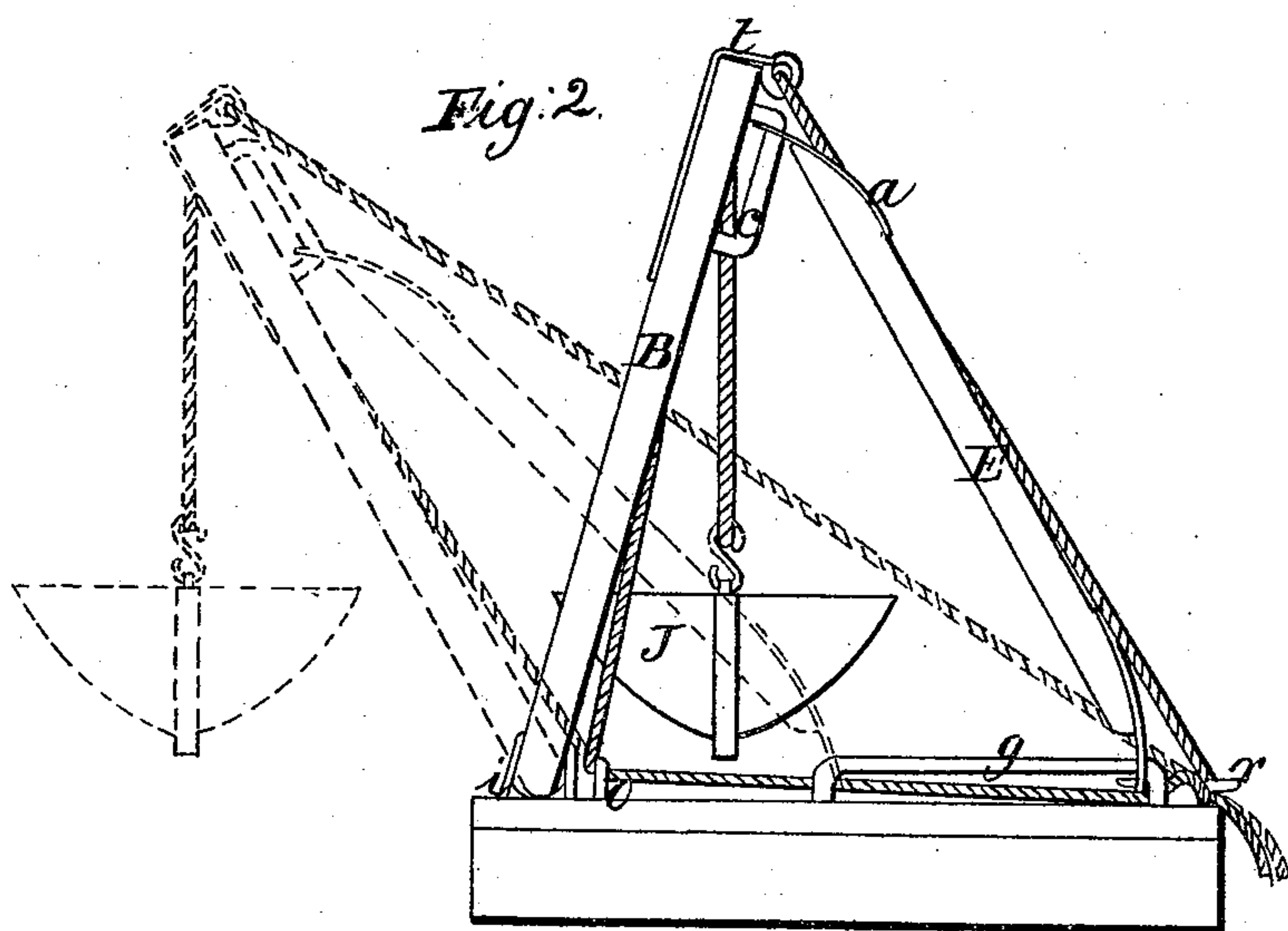
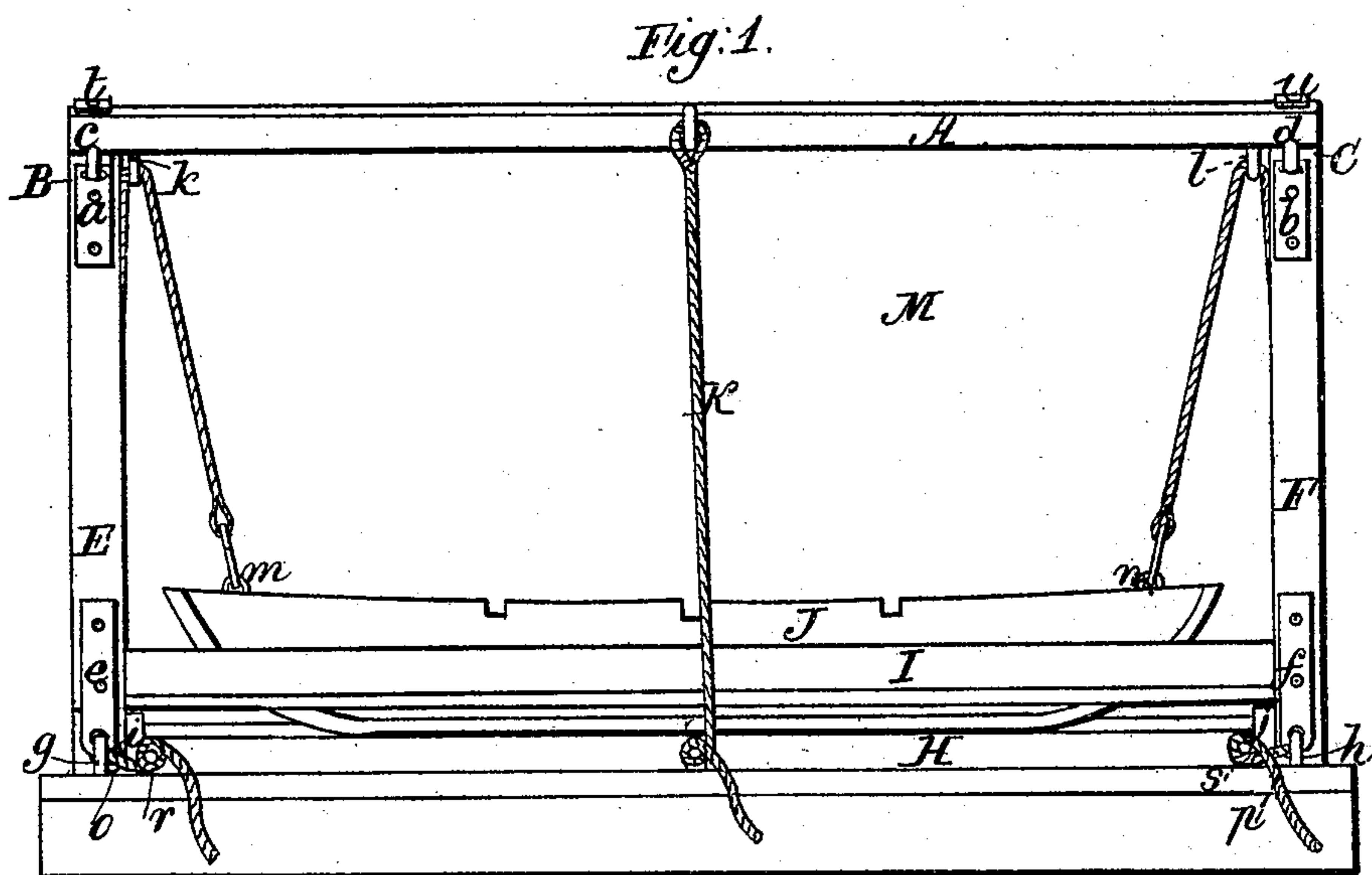


L. F. Frazee.
Boat Detaching.

N^o 67,282.

Patented July 30, 1867.



Witnesses;
R. H. Seaton
Isaac H. How

Inventor;
Lawrence F. Frazee
By How & Weston
Attys

United States Patent Office

LAWRENCE F. FRAZEE, OF SOUTH AMBOY, NEW JERSEY.

Letters Patent No. 67,282, dated July 30, 1867.

IMPROVED SHIP'S DAVIT.

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, LAWRENCE F. FRAZEE, of South Amboy, in the county of Middlesex, and State of New Jersey, have invented certain new and useful improvements in Ships' Davits; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The object of my invention is to produce a strong, durable, and cheap apparatus for hoisting ships' boats, and taking them inboard, and for lowering and launching them, and which entirely prevents the swinging or surging of the boat endwise while it is being handled; and it consists, first, of a four-sided hinged or pivoted frame, to the upper corners of which the tackle for hoisting and lowering the boat is secured; and second, in the combination with said frame of two sliding supports, which slide on suitable rods or slides at one or both of their ends, so as to permit the said frame to move in such a manner as to slope or lean inboard or outward over the water, as may be required in handling the boat, substantially as hereinafter more fully set forth. In the accompanying drawings—

Figure 1 is a side elevation of my improved apparatus with a boat suspended thereto.

Figure 2 is an end view of the same.

A is the top bar of the four-sided frame M, which in the form shown is rectangular, though any desired angle may be given to the corners of the frame, and, if desired, the lower ends of the end pieces B and C may be secured by a suitable hinge in such a manner as to render the lower bar H of the frame in a measure unnecessary. E and F are the supports, which hold the frame at the desired angle, whether it is drawn inward, as seen in black in fig. 2, or thrown outward, as seen in red in the same figure. These supports are secured at the top to the top of the frame by means of the eyes *a* and *b* on the said supports, and the rods *c* and *d* on the said frame. At the bottom they are similarly secured to the vessel by the eyes *e* and *f*, and the rods *g* and *h*, all these fastenings being so arranged that the said supports shall be free to slide on the said rods, and thus allow the frame to be thrown out sufficiently to carry the boat free from the ship's side and support it in this position, as shown. In the form of my apparatus shown in the drawings the frame is hinged or pivoted to the vessel by means of the straps *i* and *j*, which pass over the lower bar or side H of the frame. The supports E and F are joined by the bar I, which is framed into them, which gives the apparatus additional strength and stiffness where it is needed. The tackle for raising and lowering the boat is secured to the eye-bolts *k* and *l* at the upper corners of the frame, and to the rings or links *m* and *n* in the bow and stern of the boat J. In the drawings, two lines (one at each end of the boat) are shown instead of the usual tackle for raising and lowering the boat, these lines being hooked into the rings *m* and *n*, passed through the eye-bolts *k* and *l*, the eyes *o* and *p*, and made fast to the pins *r* and *s*. K is a line by which the frame with the boat attached is hauled inboard and secured. If preferred, two lines, attached respectively to the eyes *t* and *u*, may be used instead. The rods or slides *c*, *d*, *g*, and *h* may be varied in length, to suit the position in which they are to be employed, and the work to be done, and they may be used, if preferred, on only one end of each of the supports, but I prefer to make them as shown. By lengthening them the degree of inclination given to the frame is increased, and by shortening them it is diminished, as will readily appear on examination of the parts and the relation which they bear to each other. It is also apparent that the angles of the frame and the details of construction may be variously changed and modified to suit each particular case in which the apparatus may be employed, without in any manner changing the substantial character of the invention; as, for example, the frame may be employed without the sliding supports E and F, by supporting the frame with suitable stays or braces when leaning outward, and providing suitable fixed supports or stops for it to rest against when drawn inboard, though in this way inferior results would be obtained, and I do not, therefore, confine myself to the exact details of construction described, but

I claim as my invention—

1. A four-sided frame, M, hinged or pivoted at its lower edge to the vessel, substantially as and for the purpose set forth.
2. The combination with the frame M of the sliding supports E and F, constructed, attached, and operated substantially as specified,

Witnesses:

THOS. P. HOW,
H. JAMES WESTON.

LAWRENCE F. FRAZEE.