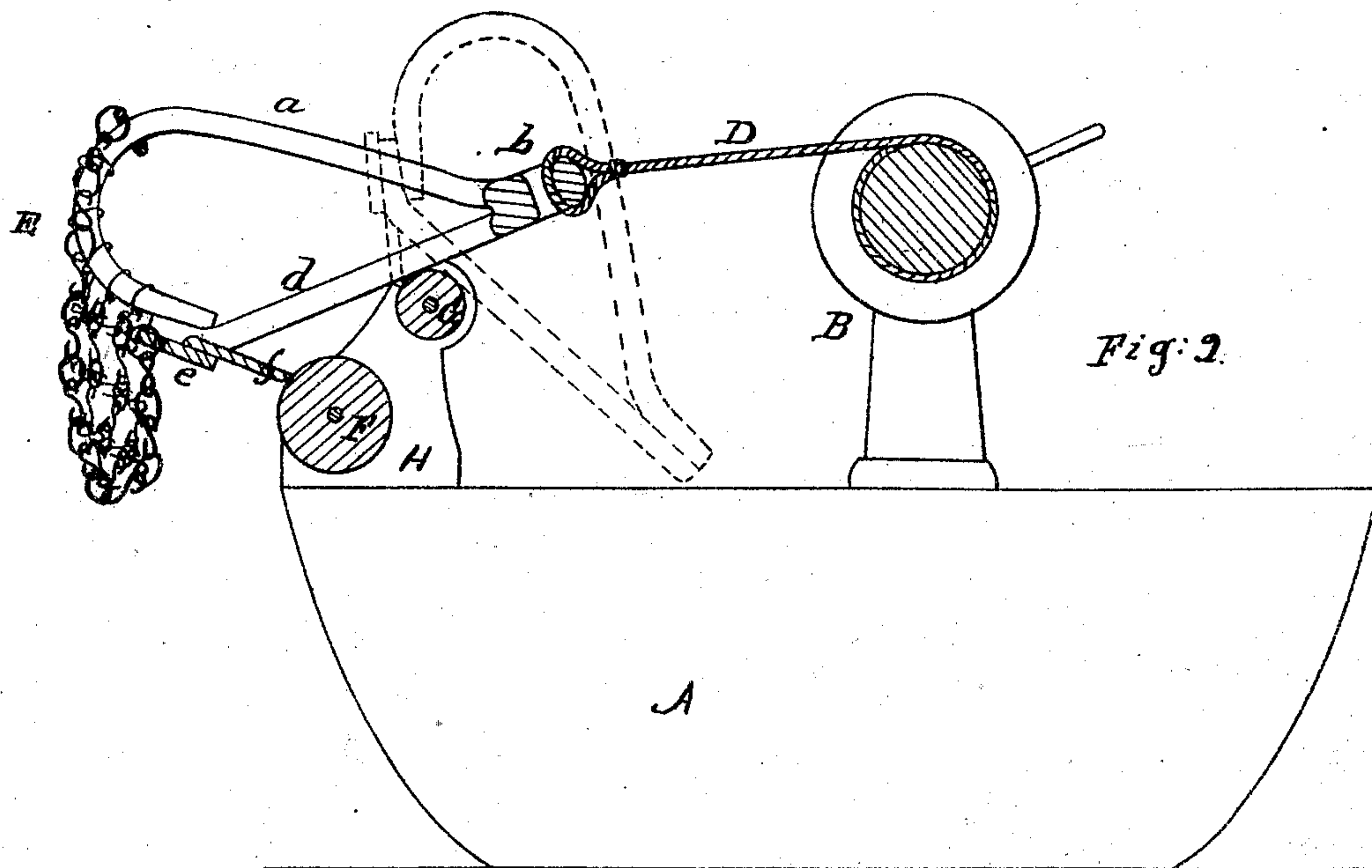
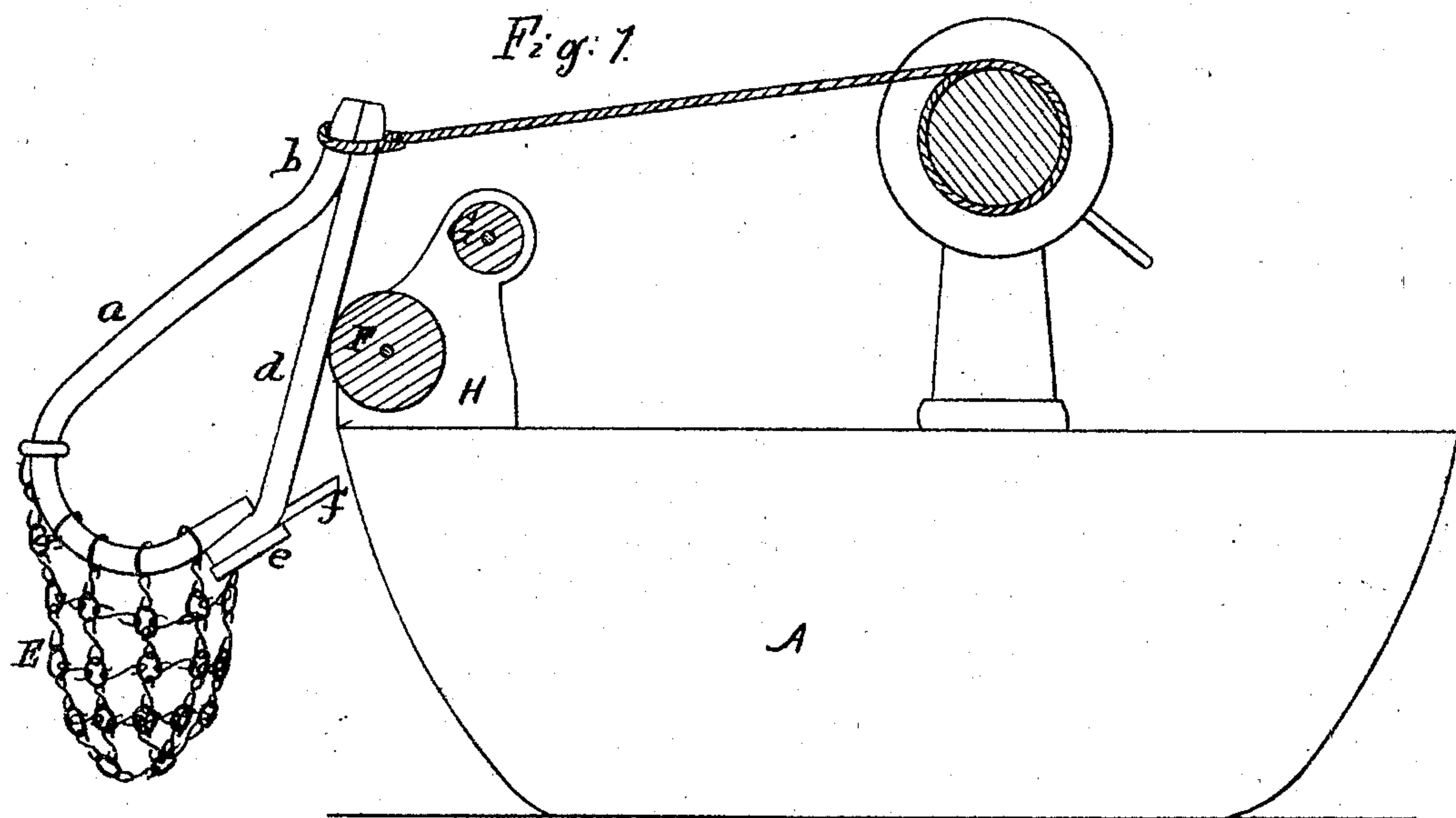


T.P. Sink
Oyster Dredger
No. 74857 *Patented Feb. 25. 1868*



Witnesses { *Albert L. Latt*
John Parker.

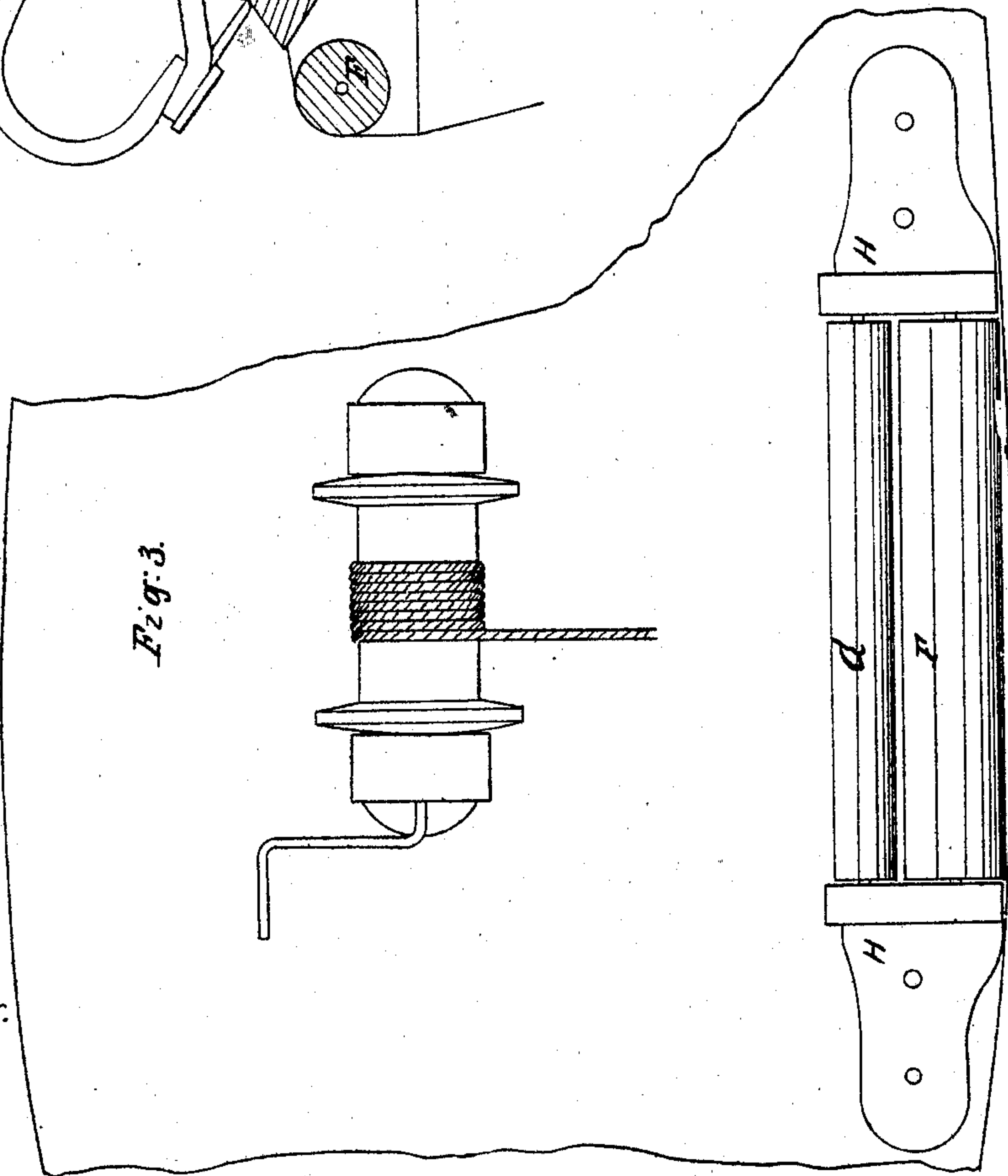
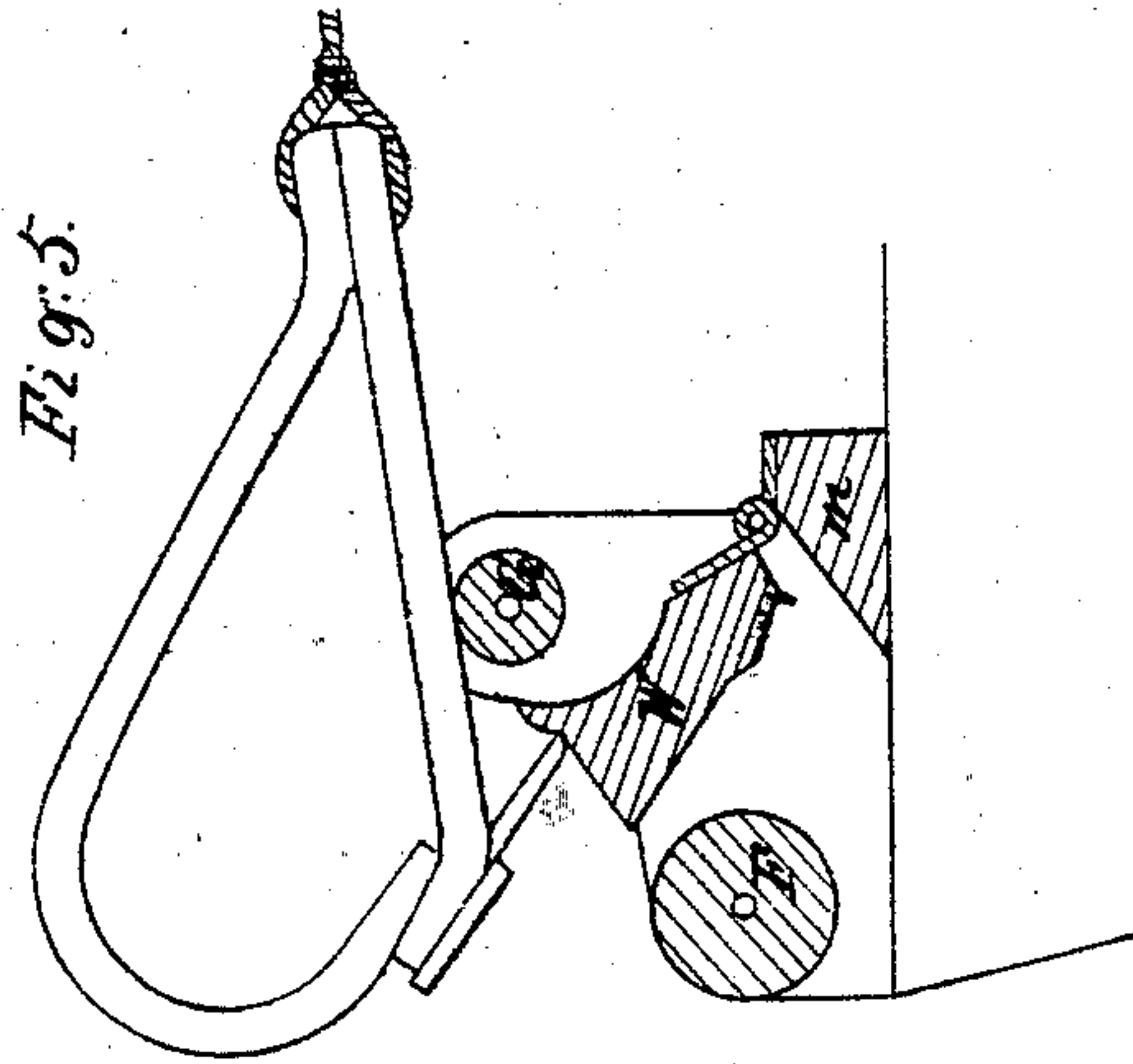
T.P. Sink
By his attorney
H. Howson

Sheet 2-2 Sheets

T. P. Sink
Oyster Dredger

No. 74857

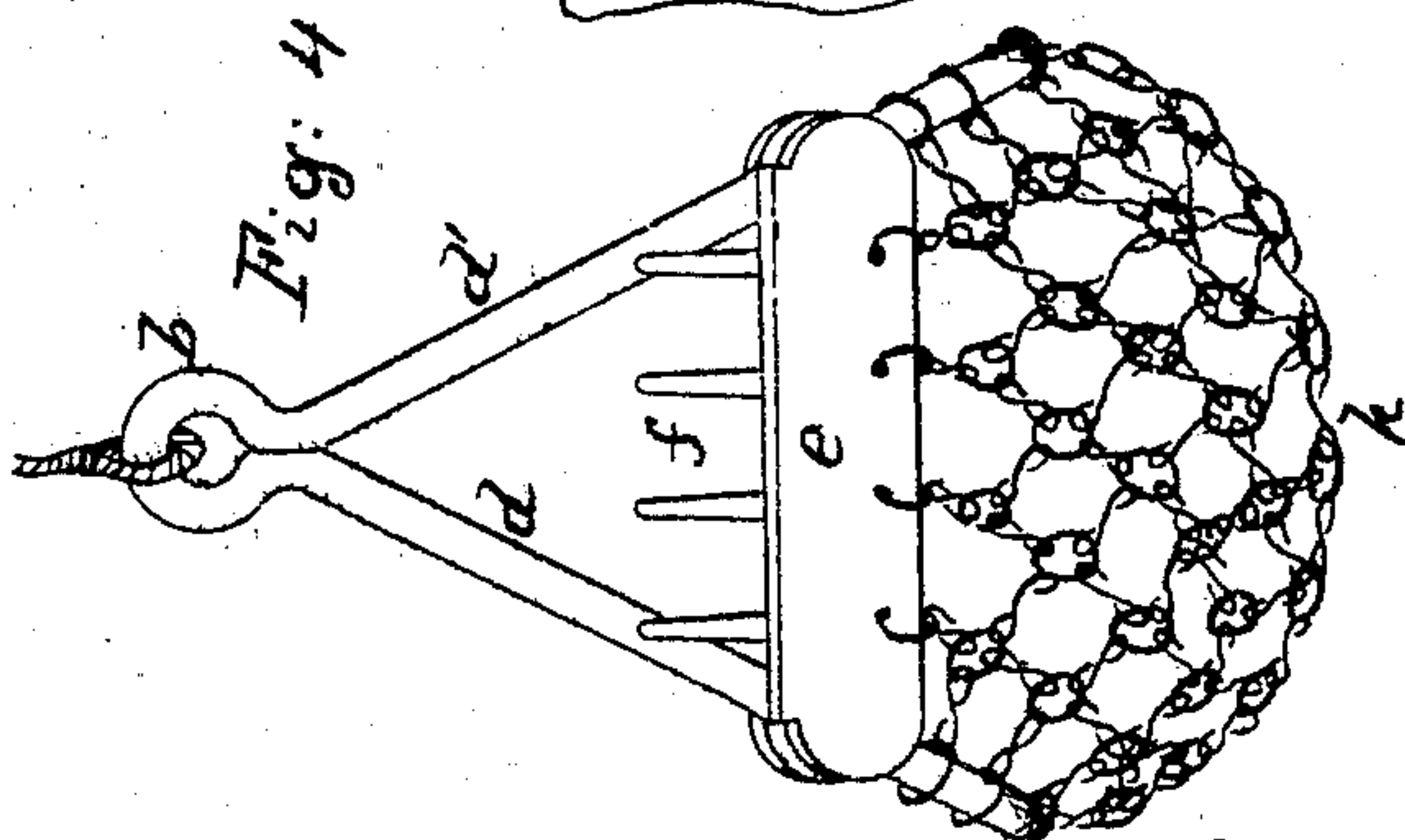
Patented Feb. 25. 1868



Witness

Wm. Albert Steel

John Parker



T. P. Sink
By his attorney
J. C. Howson

United States Patent Office.

THOMAS P. SINK, OF FAIRTON, NEW JERSEY, ASSIGNOR TO HIMSELF
AND J. F. TRENCHARD, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 74,857, dated February 25, 1868.

IMPROVEMENT IN OYSTER-DREDGING MACHINERY.

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, THOMAS P. SINK, of Fairton, Cumberland county, New Jersey, have invented certain Improvements in Oyster-Dredging Machinery; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon.

My invention consists of certain mechanism constructed and applied to a vessel, in a manner described hereafter, for the purpose of facilitating the dredging for and boarding of oysters.

In order to enable others to make and use my invention, I will now proceed to describe its construction and operation. On reference to the accompanying drawing, which forms a part of this specification—

Figures 1 and 2 are side views of my improved oyster-dredging apparatus.

Figure 3, a plan view.

Figure 4, a view of the dredger; and

Figure 5, a modification of the apparatus.

Similar letters refer to similar parts throughout the several views.

A is the vessel, to the deck of which is secured a suitable windlass, B, the rope D, from the barrel of the latter, being secured to the dredger E, which consists of four rods, *a a* and *d d'*, meeting at the point *b*, where an eye is formed for the attachment of the rope. The rods *a a* are bent, as shown in figs. 1 and 2, the bent ends being secured to the outer ends of the rods *d* and *d'*, and at the point where the bent and straight rods are fastened together is secured a plate, *e*, from which project a number of teeth, *f*. To the frame of the dredger, thus constructed, is secured a bag, *h*, consisting of a number of metal rings linked together. On the deck, near that side of the vessel from which the operation of dredging is conducted, are two rollers, F and G, the journals of which turn in frames, H, secured to the gunwale or deck of the vessel, the rollers being arranged in respect to each other as shown in figs. 1 and 2.

After the dredger has been lowered over the side of the vessel, and drawn along the bed of the river or creek, so that, by the aid of the teeth *f*, a supply of oysters is collected in the bag *h*, the operators proceed to turn the windlass, and thereby hoist the dredger up the side of the vessel, the rope passing over the rollers F and G. As the dredger approaches the deck, its rods *d d'* come in contact with the roller F, which prevents the teeth from catching against the side of the vessel, and the dredger is gradually drawn inwards until its rods *d d'* rest on the roller G, as shown in fig. 2, and after being drawn a short distance over this roller, the dredger will, of itself, be tilted to the position shown in red lines, fig. 2, and its contents may then be readily emptied on to the deck.

A roller, situated at the side of the vessel, has been heretofore used for facilitating the letting out and hauling in of the dredger, on each side of which a projecting bar was arranged for resting on the roller, and preventing the teeth from catching the vessel or roller. These ribs have been found objectionable, as in passing over the oyster-beds they wounded the oysters and rendered them unfit for the market. Moreover, when a single roller is employed, the teeth of the dredge, before the latter is sufficiently drawn in to be discharged, catch upon the said roller, and the dredge with its entire contents must be raised. By constructing the dredger in the peculiar manner described, and by the employment of the two rollers F and G, this difficulty is obviated, the dredger having no tendency to injure the oysters, and the rollers facilitating the hauling of the dredger over the side of and tilting it above the deck of the vessel, as the second roller serves as a rest on which to turn the dredge and lift it from the first, and as the second roller is so much higher than the first, and so much further from the side of the vessel, that when the teeth of the dredge catch upon the same, it may be readily turned to the position shown in red lines, fig. 2, and be discharged without being further drawn in.

In the modification illustrated in fig. 5, a bar, W, situated between the two rollers, is hinged to a strip, *m*, on the deck or gunwale of a vessel. This bar, as the dredger is being hauled in, rests against the roller F, but after the teeth of the dredger have passed the said roller F, they bear on the bar W, and, catching against a

projection on the same, draw it towards the roller G, the hinged bar thus serving to guide or lift the teeth across the space between the two rollers.

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

1. The two rollers F and G, arranged on the deck or gunwale of the vessel, for the boarding and tilting of the dredger, substantially as described.

2. The combination, described, of the rollers F and G with the hinged bar W.

In testimony whereof, I have signed my name to this specification in the presence of two subscribing witnesses.

THOMAS P. SINK.

Witnesses:

C. B. PRICE,
JOHN WHITE.