

C. G. Meinhardt.

Boat Detaching.

N^o 80,869.

Patented Aug. 11, 1868.

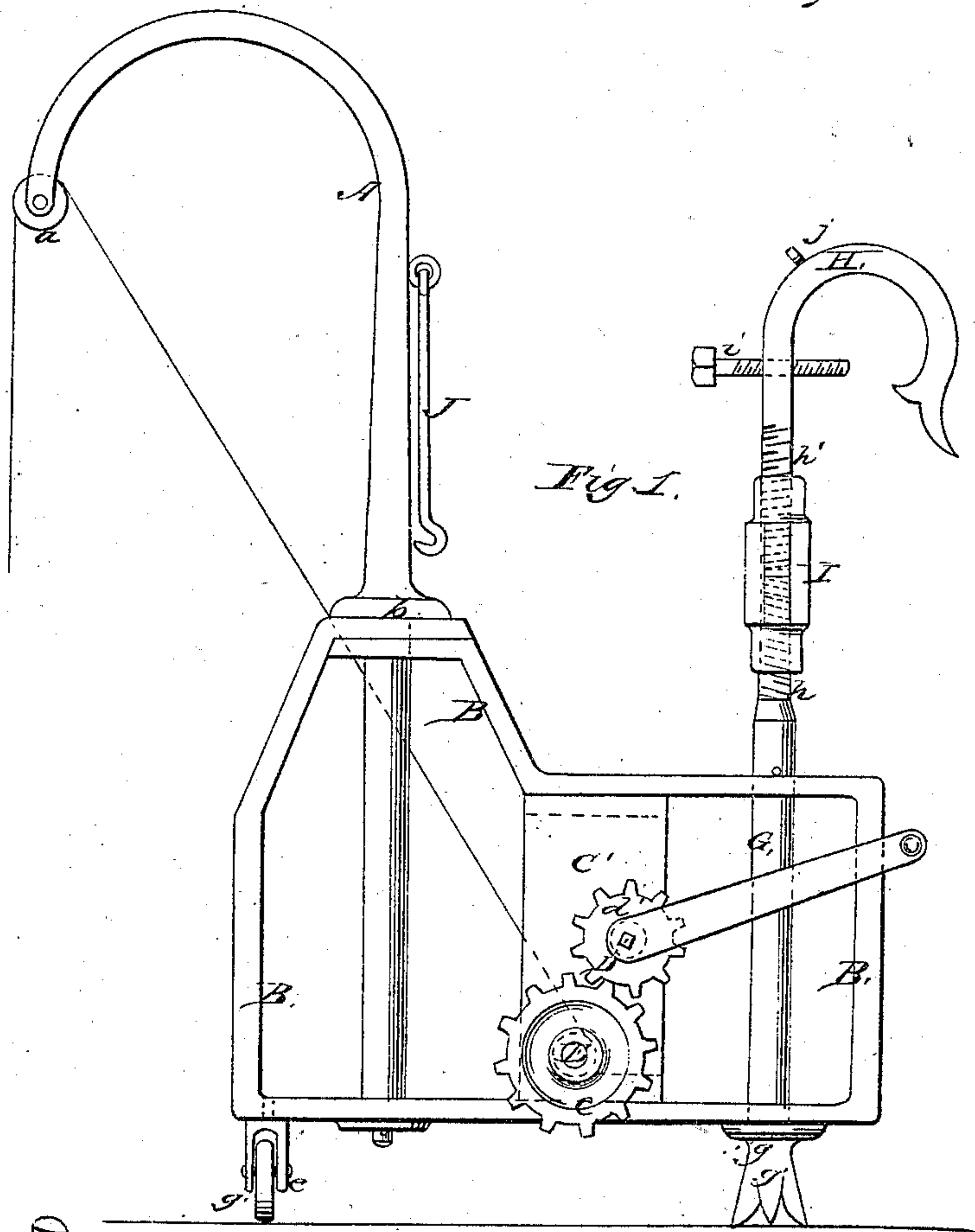


Fig. 1.

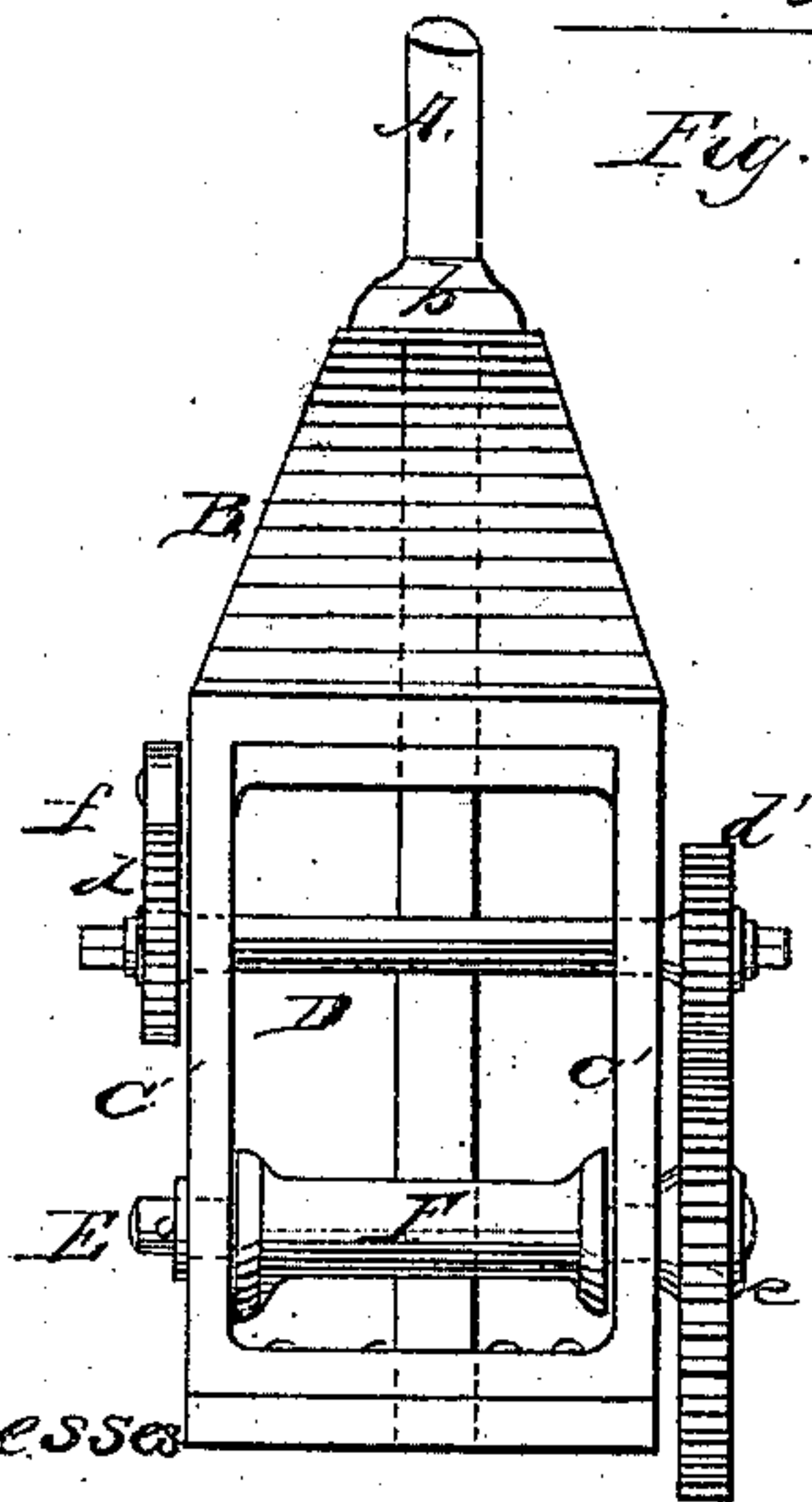


Fig. 2.

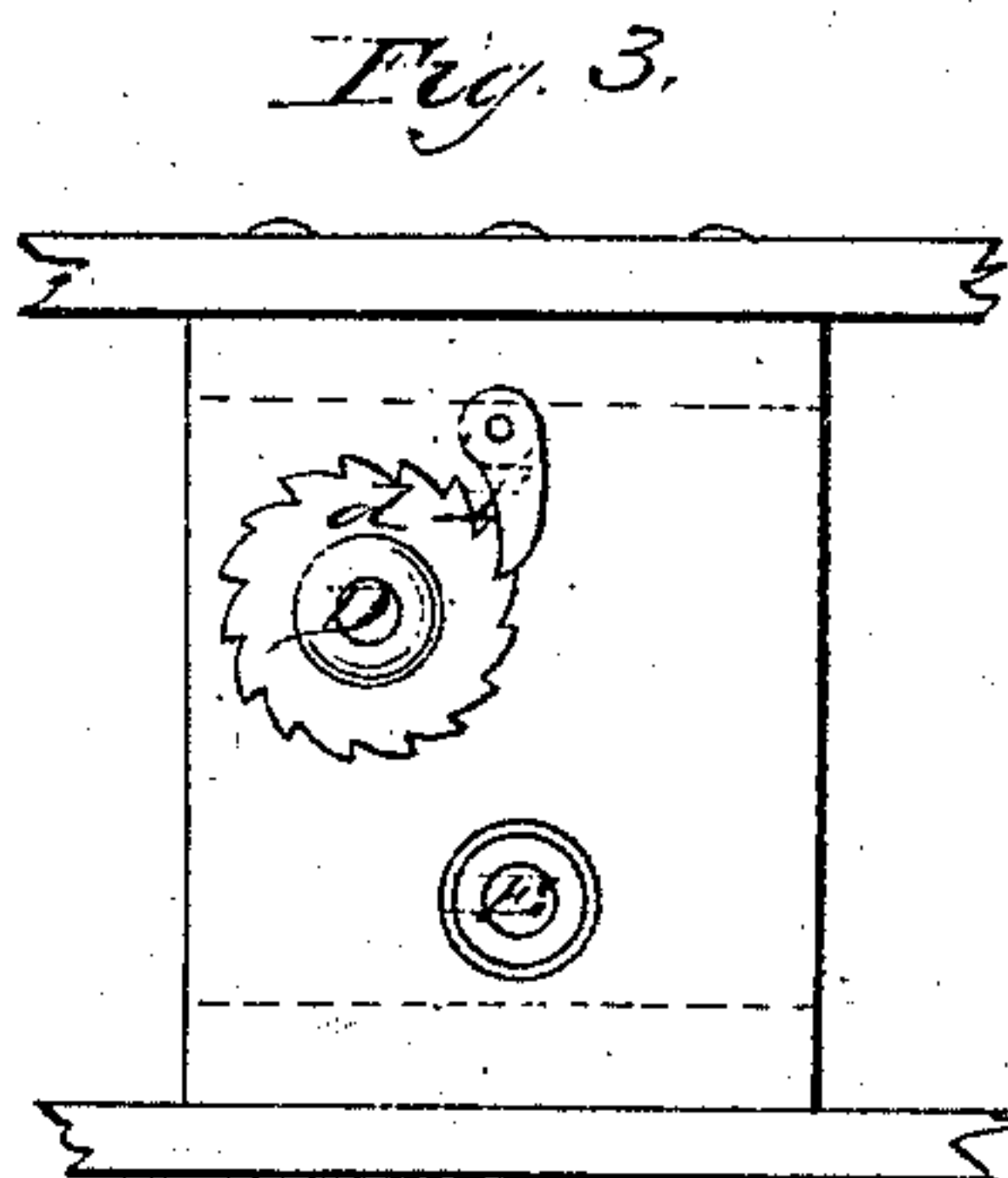


Fig. 3.

Witnesses

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Letters Patent No. 80,869, dated August 11, 1868.

IMPROVEMENT IN SHIPS' DAVITS.

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, CHRISTIAN GOTTHOLD MEINHARDT, of Altoona, in the county of Blair, and State of Pennsylvania, have invented a new and useful Improvement in Ships' Davits; and I do hereby declare the following to be a full and correct description of the same, sufficient to enable others skilled in the mechanical art to which my invention appertains to fully understand and use the same, reference being had to the accompanying drawings, which make part of this invention, in which—

Figure 1 is a side elevation of my improved davit.

Figure 2 is a sectional end view of the same in line $x x$, fig. 1.

Figure 3 is a sectional view of the side of the frame opposite to the one shown in fig. 1.

Like letters indicate like parts in the several figures.

My invention consists in placing an iron davit into a movable frame, and making this answer the purpose of the double davits now commonly secured to the ship's sides.

A, in the drawings, may represent the davit, provided with a roller or sheave, a . The davit A is provided with a collar or flange, b , resting on the top of the frame or casing B, that part of the davit A below the collar b passing through an opening in the top plate of the casing B, and having a pintle on its lower end, which passes through a hole in the bottom of the casing B, and may be secured by a pin, c , in such a manner, that while the davit is held by the casing it is free to revolve in the same.

C C' are the sides of the casing B, and form the bearings of two shafts, D and E. The shaft D bears two cog-wheels, $d d'$, one on the outside of each side C and C', the wheel d having a pawl, f , over it, and the wheel d' gearing with a larger cog-wheel, e , on the shaft E, which latter is provided with a winch, F, on which the hoisting-rope is wound up.

Through the other end of the casing B passes an iron rod or circular bar, G, provided at its lower part with a collar, g , and three-pointed foot, g^1 . The casing B rests with this end on the collar g and foot g^1 , while at its other end it is provided with a caster-roller, g^2 , of any description, suitable to bear the weight, the roller itself being placed at right angles to the length of the casing.

The bar G is provided at its top part with a screw-thread, h , and is connected to a hook, H, having a screw-thread, h' , in opposite direction to the screw-thread h , by means of a sleeve, I, provided with right-and-left female-screw threads in such a manner that, when the sleeve I is turned in one direction, the bar G and hook H are brought nearer to each other, and when turned in the opposite direction, they are brought further away one from another.

A hook, J, serves to support the davit A, and may be screwed into the latter, or be attached to a band around it, as shown in the drawing. It hooks into an eye, j , on the hook H.

Its operation is as follows:

When it is to be used, the davit is rolled, on the roller g^2 , to the side of the vessel, and the hook G passed over the railing, to which it is secured by the screw i . The foot g^1 standing on the deck with its three points, is firmly secured to the same by turning the sleeve I. The davit A may now be swung around in the casing B at pleasure, or with the latter on the caster-roller g^2 ; as, for instance, when passengers are to be lowered from a burning vessel, they may get into the boat on the deck of the vessel, and thus avoid the danger of being lowered into a boat which is being tossed up and down by a heavy sea. The boat being filled, is hoisted up, the davit swung around, and the boat may be provided with a detaching-device to place it safely on the water at the right moment.

A great danger to passengers is that, in case of fire, often no access can be had to the davits, always placed near the poop-deck, on account of the flames, and boats have to be pitched overboard at the risk of their overturning and being immediately swamped.

My device overcomes this difficulty. As it is movable, it can be used anywhere on board of a vessel as

long as there are any bulwarks to attach it to, and it does not matter whether they are high or low, as it is made adjustable by means of the sleeve I.

It also affords an easy means for hoisting goods into the several hatchways of a vessel, as will be easily understood.

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

The casing B, in one end of which swings the davit A, provided with a caster, g^2 , swinging around the bar G, which is secured by the three-pointed foot g^1 and hook H, and operated by the sleeve I, substantially as and for the purposes described.

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Witnesses:

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