

H. Hempstead.

Oar Lock.

Nº 93,992.

Patented Aug. 24, 1869.

Fig. 1.

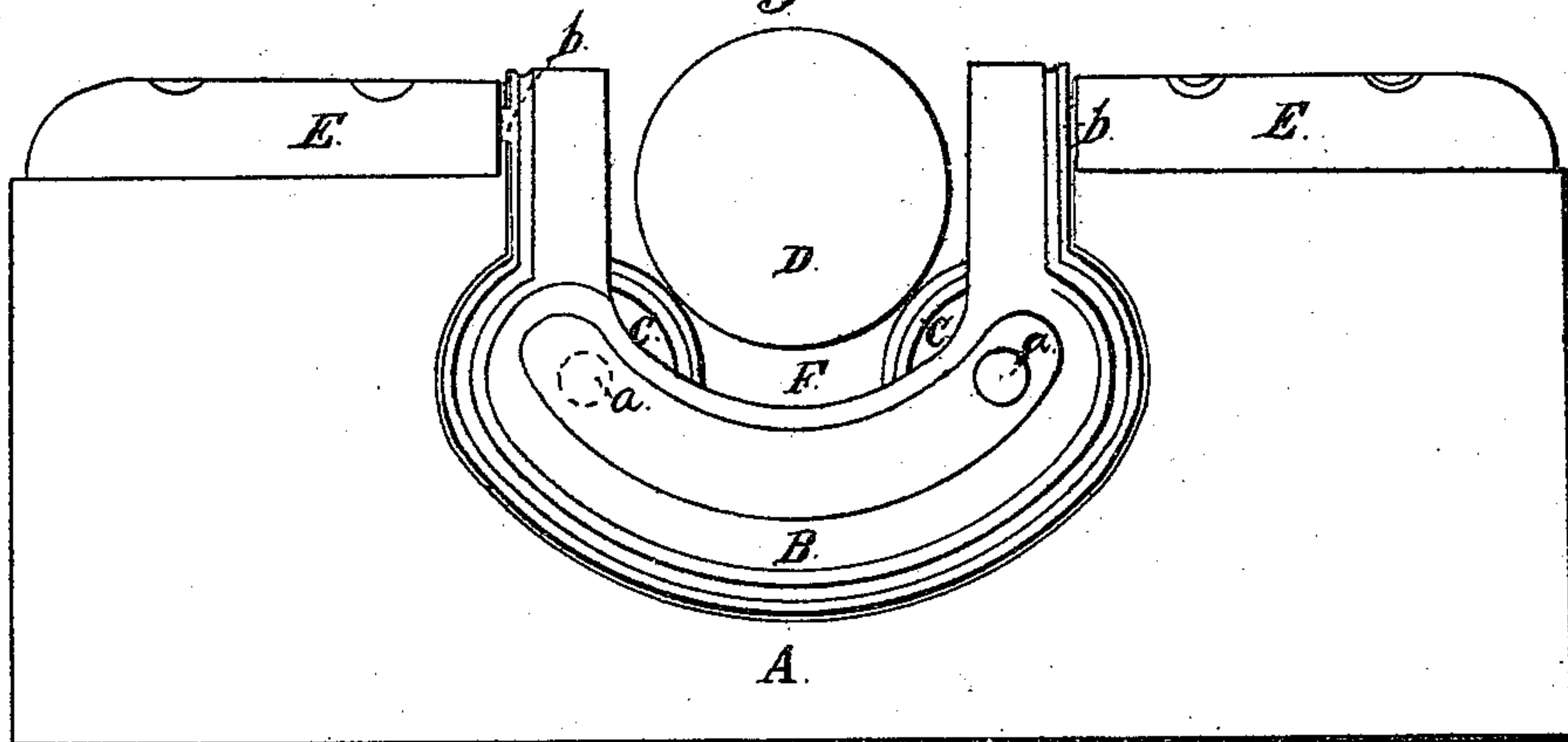


Fig. 2.

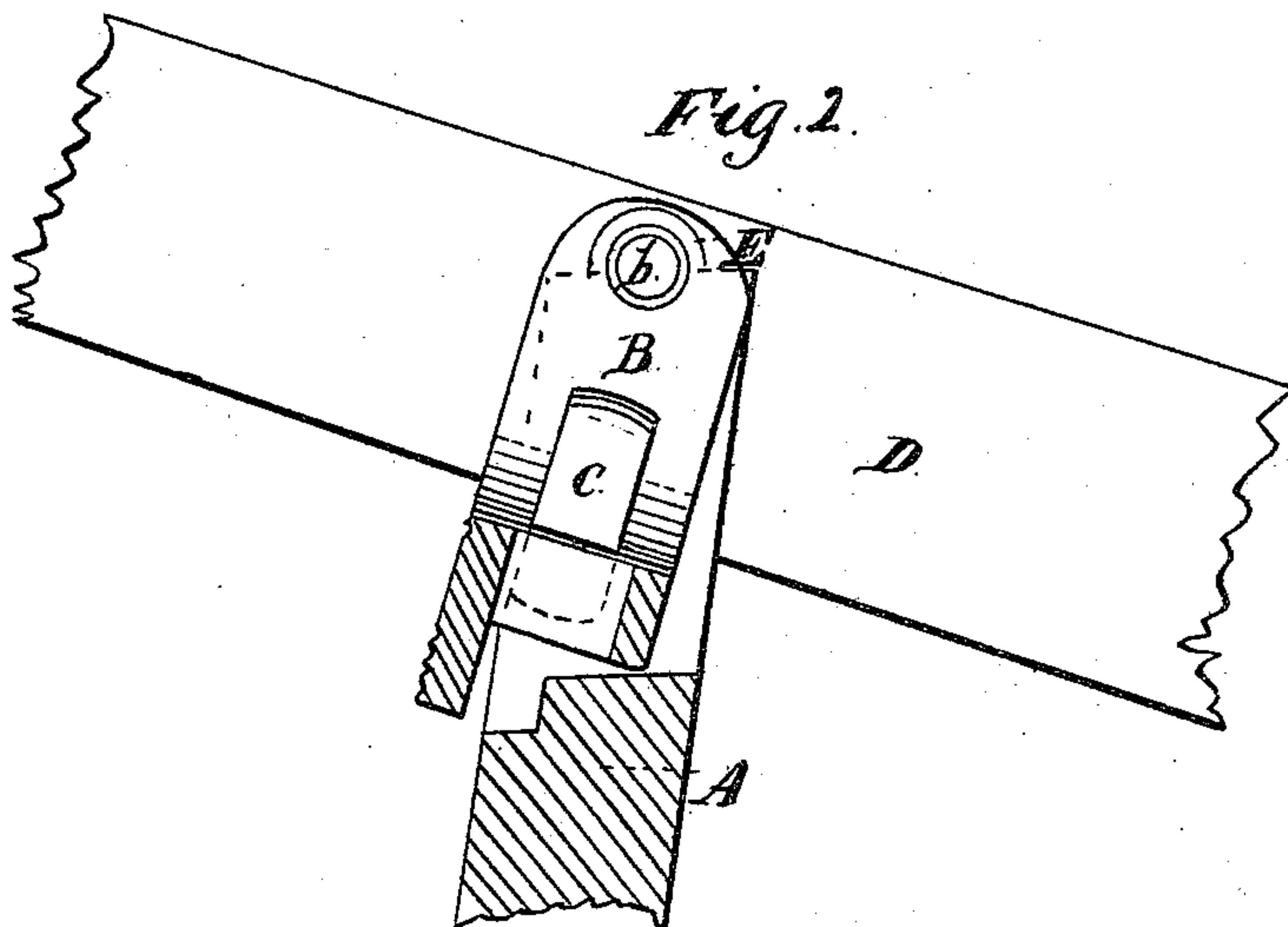
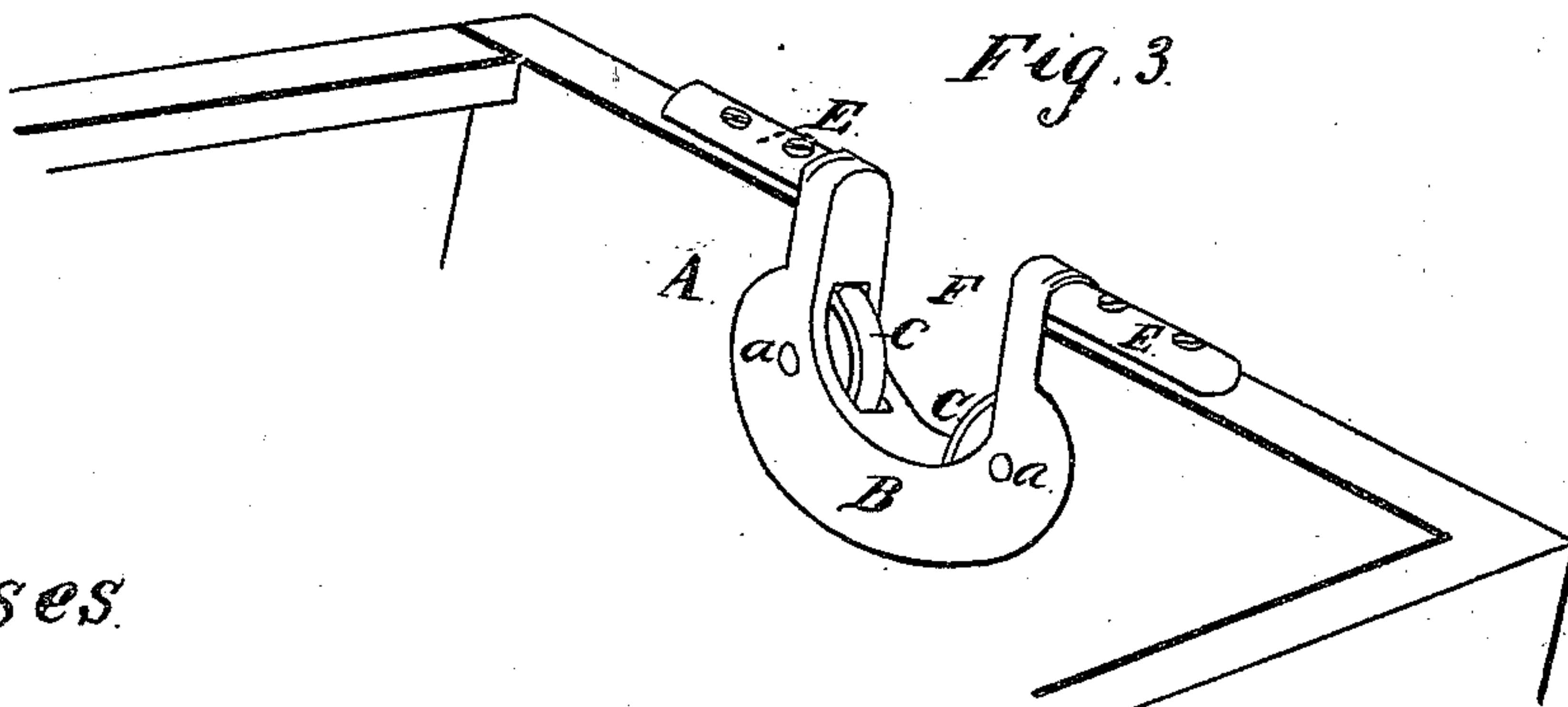


Fig. 3.



Witnesses

Geo Green
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Inventor

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United States Patent Office.

HENRY HEMPSTEAD, OF GREENPORT, NEW YORK.

Letters Patent No. 93,992, dated August 24, 1869.

IMPROVEMENT IN OAR-LOCKS.

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, HENRY HEMPSTEAD, of Greenport, in the county of Suffolk, (Long Island,) and State of New York, have invented a certain new and useful Improvement in a Yoke Scull-Socket or Oar-Bearing, for sculling small boats; and the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents a face view of my improved scull-hole or oar-bearing, as attached to the stern of a boat.

Figure 2 shows a sectional end view of the same, with a broken-off section of an oar resting in against the friction-roller.

Figure 3 shows a perspective view of the stern of a small boat, with the yoke scull-socket secured in place for operation.

The object of my invention is to prevent the chafing and wearing of the oar, and diminish the friction, so that the oar turns in the socket with greater ease, and a greater power of propulsion is applied, with much less labor and fatigue than when the scull-hole is made in the usual way.

My invention consists in placing friction-rollers in a swinging yoke, so that the socket in which the oar is placed will oscillate and conform to the position requisite for the oar to take as the boat is being propelled forward, thereby relieving it of all friction and wear, and greatly reducing the power and force required ordinarily in sculling boats.

To enable others to make and use my improvement, I will describe it more in detail, referring to the drawings, and to the letters marked thereon.

In the centre, at the top of the stern A, is fitted the yoke or oar-socket B, loosely, so that it can easily swing inward and change its position.

The oar-socket B, or bearing, may be made of cast or wrought-metal, in a proper form, as shown in figs. 1 and 3, the lower curved portion making a frame, in which two or more friction-rollers, C C, are hung on pins or shafts *a a*, so that they will turn very easily.

The peripheries of the rollers C C are made broad, and rounded off to about the same curve as a ball or sphere, and project a sufficient distance up from the socket B to support the oar D from resting on the metal frame, which is provided, at the top, with journals *b b*, which are fitted into metal boxes E E, the same being placed and secured, one on each side of the opening F, on the top of the stern A, so as to allow the yoke B to oscillate or be forced inward by the action of the oar, as seen in fig. 2, thus relieving the hole F and also the oar from wear where it comes in contact with the boat, and makes the operation of sculling a boat much easier, as there is no perceptible friction in giving the required motion to the oar as it turns resting on the rollers C C, thus producing an easy action, giving durability and a handsome finish to the stern of a boat.

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

The yoke or oar-socket B, when provided with friction-rollers C C, and arranged so as to oscillate in the manner described, in combination with the stern A of a boat, substantially in the manner as and for the purposes herein set forth.

In testimony whereof, I hereunto subscribe my name, in the presence of—

HENRY HEMPSTEAD.

Witnesses:

SAMUEL A. HAWKINS,
JOHN G. CHAMPLIN.