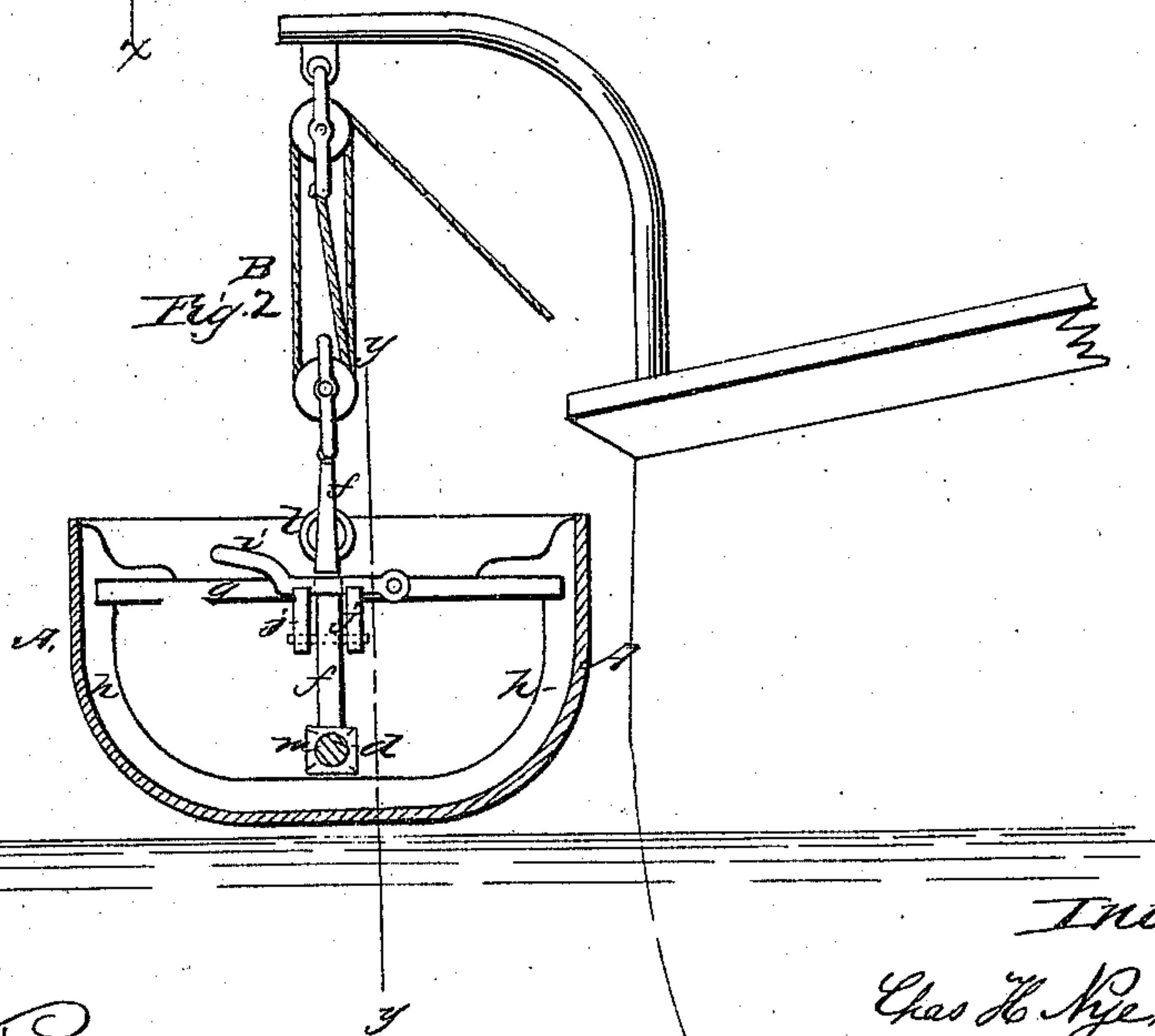
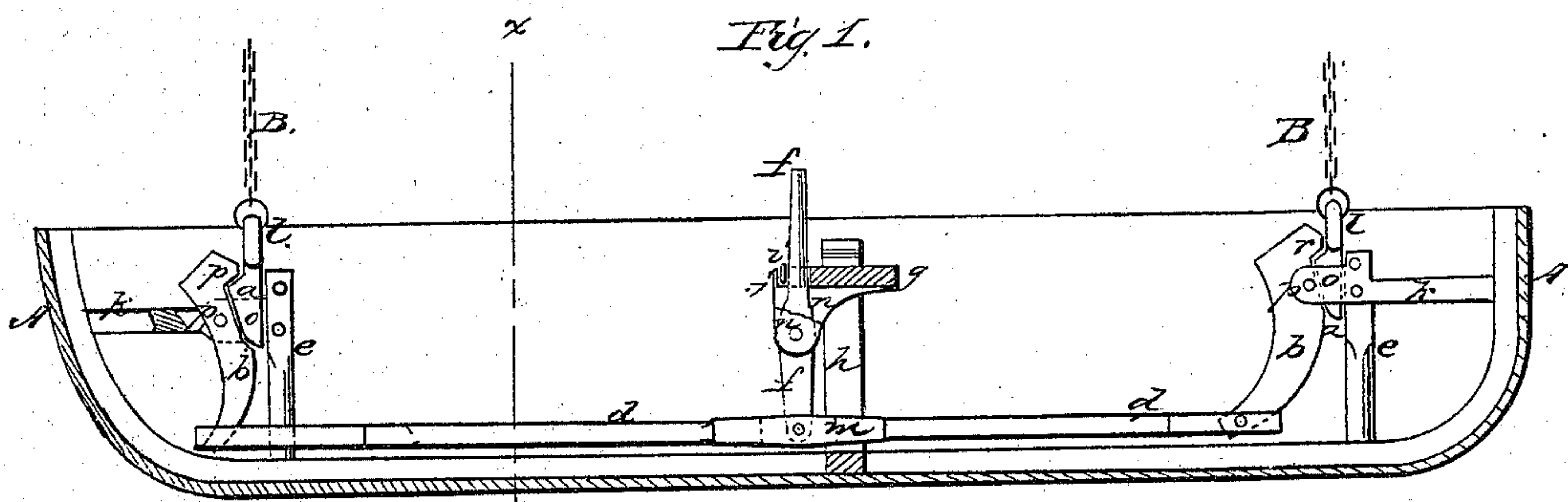


*C. H. Nye.*  
*Boat Detaching.*

N<sup>o</sup> 94,837.

*Patented Sept. 14, 1869.*



Witnesses.

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# United States Patent Office.

CHARLES H. NYE, OF VINELAND, NEW JERSEY.

Letters Patent No. 94,837, dated September 14, 1869.

## IMPROVEMENT IN BOAT-DETACHING APPARATUS.

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, CHARLES H. NYE, of Vineland, in the county of Cumberland, and State of New Jersey, have invented new and useful Improvements in Detaching Ship's Boats; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a longitudinal vertical section of a boat provided with my detaching-apparatus, the section being taken through the line *y y* of fig. 2.

Figure 2 is a cross-section of the same through the line *x x*, fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to provide a simple and effective means of detaching ship's boats when suspended over the side of the vessel by davits or cranes.

The object of detaching-gear in general (and of which there is a number of different kinds) is to detach both ends of a boat simultaneously from the davit-tackles, so that the boat will fall into the water horizontally, and in so falling, not be liable to be swamped in a sea-way, or when the vessel is forging ahead.

My invention comprises certain improved features of construction, as herein set forth.

In the drawings—

A A is the boat, and

B B the chains or tackles, by which it is suspended from the davits.

These chains or tackles connect with the solid metal shoulder-bolts *a*, which are clasped by the notched or recessed levers *b*, likewise of metal, against the heads of the metal stanchions *c*, being actuated to so clasp the said shoulder-bolts, by means of rods *d* connecting their lower ends, and a lever, *f*, pivoted on a fulcrum-pin, *n*, passing through it and through two lug-plates, *j*, arranged on each side of the said lever *f*, and affixed to the midship thwart *g*, of the boat, as shown.

The lower end of this lever is pivoted in a mortise in the block *m*, which latter affords a swivel-attachment for the rods *d*.

The thwart is affixed, in the usual manner, to two ribs, *h*, of the boat.

The tripping-lever *i* is pivoted to this thwart, and is for the purpose of holding the lever *f* vertical, and thus keeping the levers *b* clasped upon the shoulder-bolts *a*, and for liberating the said lever *f*, and thus allowing the levers *b* to be actuated back from the shoulder-bolts, whereby the escape of the said shoulder-bolts is permitted, and the boat detached from the tackles B.

The stanchions *c c* arise from the keel of the boat, and are braced by iron plates *k*, affixed to the said stanchions and to the stem and stern-post of the boat respectively.

This construction affords a solid resistance to the action of the levers *b*, in clasping against the shoulder-bolts.

Near the point where the plates *k* are joined to the stanchions *c*, the said plates each separate into two plates, *o*, which afford bearings for the pivot-pin *p*, of their respective levers *b*, and also form side-plates to keep the shoulder-bolts from working out laterally from the clasp of the levers *b*.

The shoulder-bolts are formed tapering on one side, (that is, where they are clasped by the levers *b*,) and straight on the other, where they bear against the head of the stanchions, and the tapering side terminates in a shoulder, on which the nibs *r*, or corresponding shoulder of the notches in the levers *b*, catch.

The shoulders on the bolts (and the nibs) are not at right angles to the vertical line of the tackles, but inclined thereto, as shown, so that whether the boat be loaded heavy or light, the bolts themselves will actuate the levers *b* backward from them when the said levers are left free to yield from the bolts, by the liberation of the lever *f*.

The tripping-lever *i*, when holding the lever *f*, is seated in notches in the plates *j*, as shown.

*l l* are rings formed on the shoulder-bolts *a*, to afford attachment for the tackle or chains B.

The outer ends of the rods *d* are forked to enclose the ends of the levers *b*, pivoted thereto, and one of these forks encloses, loosely, one of the stanchions *c*, as shown.

The peculiar excellence of this detaching-gear consists—

First, the small liability to wear out and become inoperative.

Second, the certainty of its proper action, whether the boat is heavily or lightly loaded.

Third, its simplicity and fewness of parts.

I will note that the rods *d d* are, in practice, enclosed by the flooring of the boat, and that the lever *f* sets back into a notch or recess cut in the thwart *g*, when the levers *b* are clasped upon the shoulder-bolts and are held in that position by the tripping-lever *i*, which is arranged across the notch.

In operating my invention, the boat is lowered nearly to the water, when the tripping-lever *i* is raised from its seat or notches, by any one of the occupants of the boat. Both shoulder-bolts then become simultaneously detached, and the boat falls into the water without disaster.

When the boat is to be hooked on and hoisted, the shoulder-bolts are inserted in place, and the lever *f* moved to bring the levers *b* to clasp them, when

the tripping-lever is then set to hold the lever *f* stationary.

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

The arrangement of the rods *d*, recessed levers *b*, shoulder-bolts *a*, lever *f*, lugs *j*, stanchions *e*, and bifurcated braces *k*, with reference to each other, where-

by levers *b* are moved simultaneously in the same direction, to lock or unlock the bolts *a*, as herein described, for the purpose specified.

CHAS. H. NYE.

Witnesses:

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