

T. F. Mayhew,

Oyster Tredge.

No. 97,420.

Patented Nov. 30. 1869.

FIG. 1.

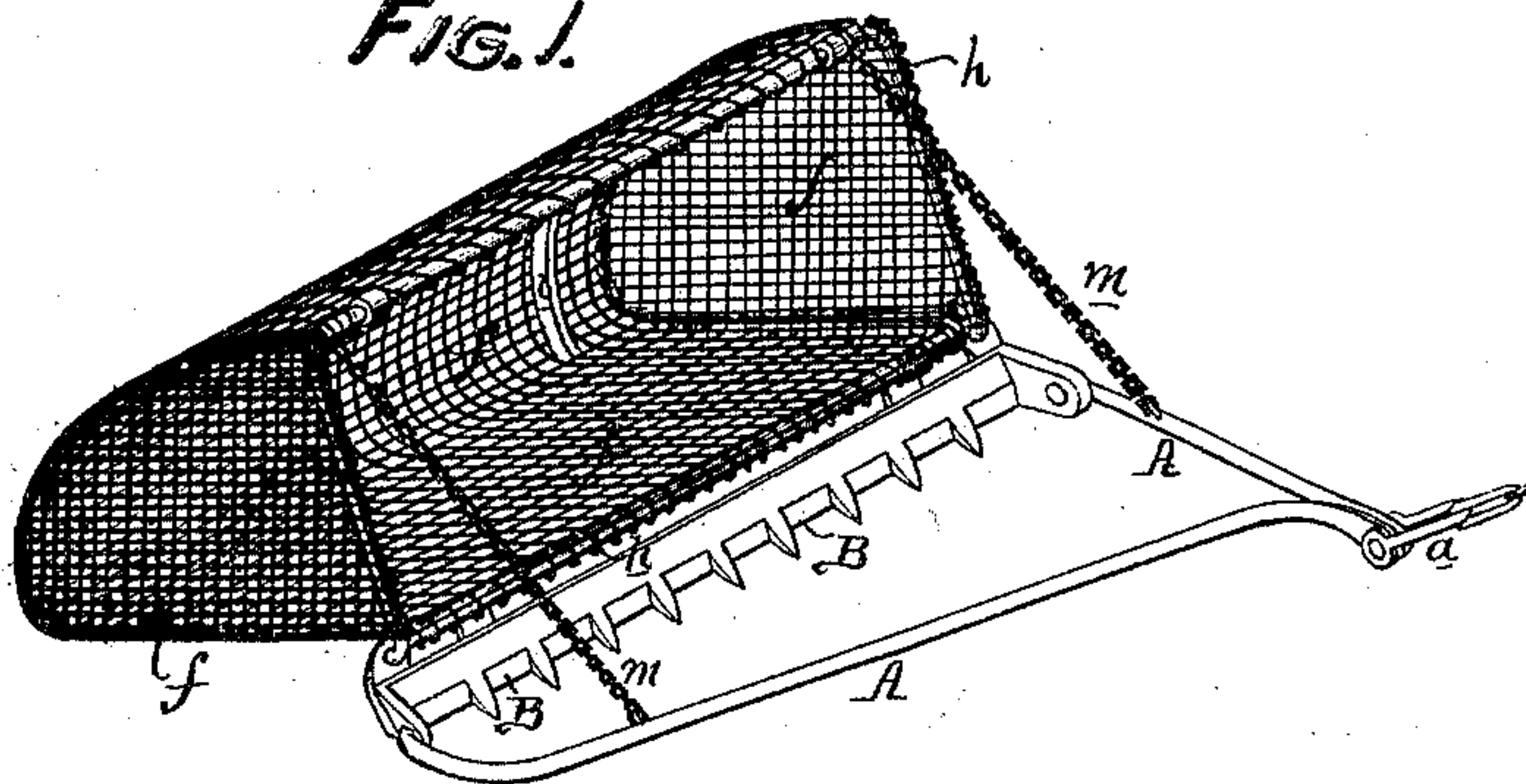


FIG. 2.

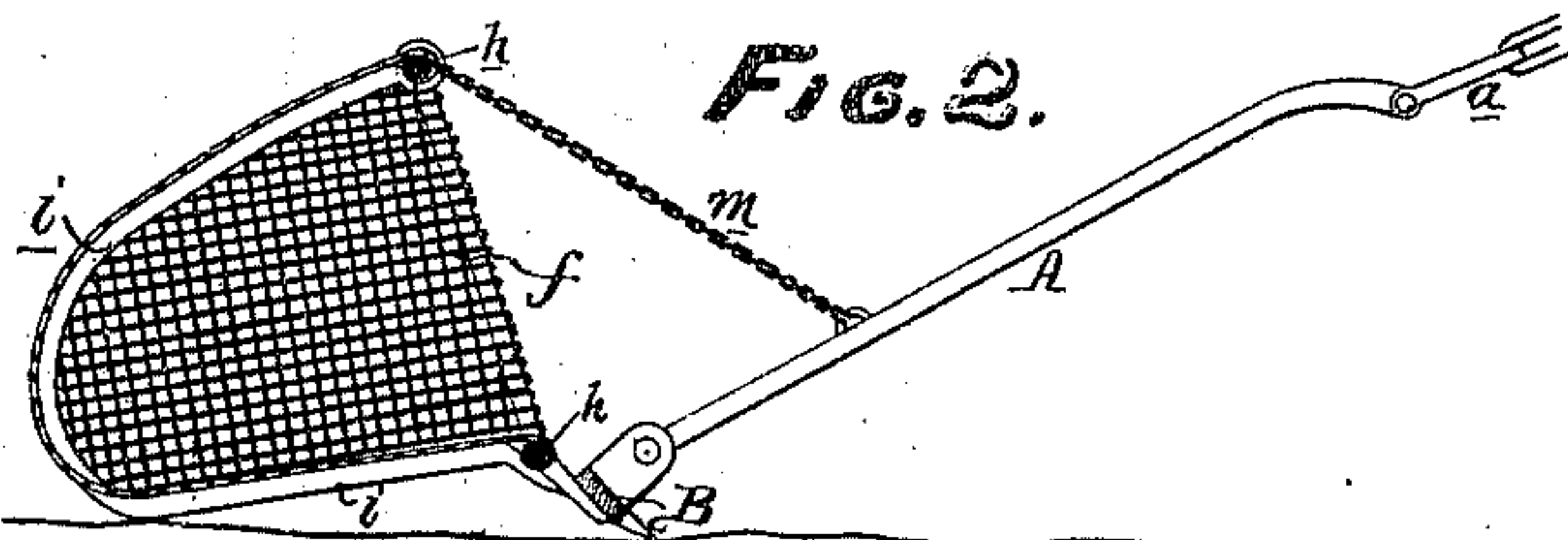


FIG. 3.

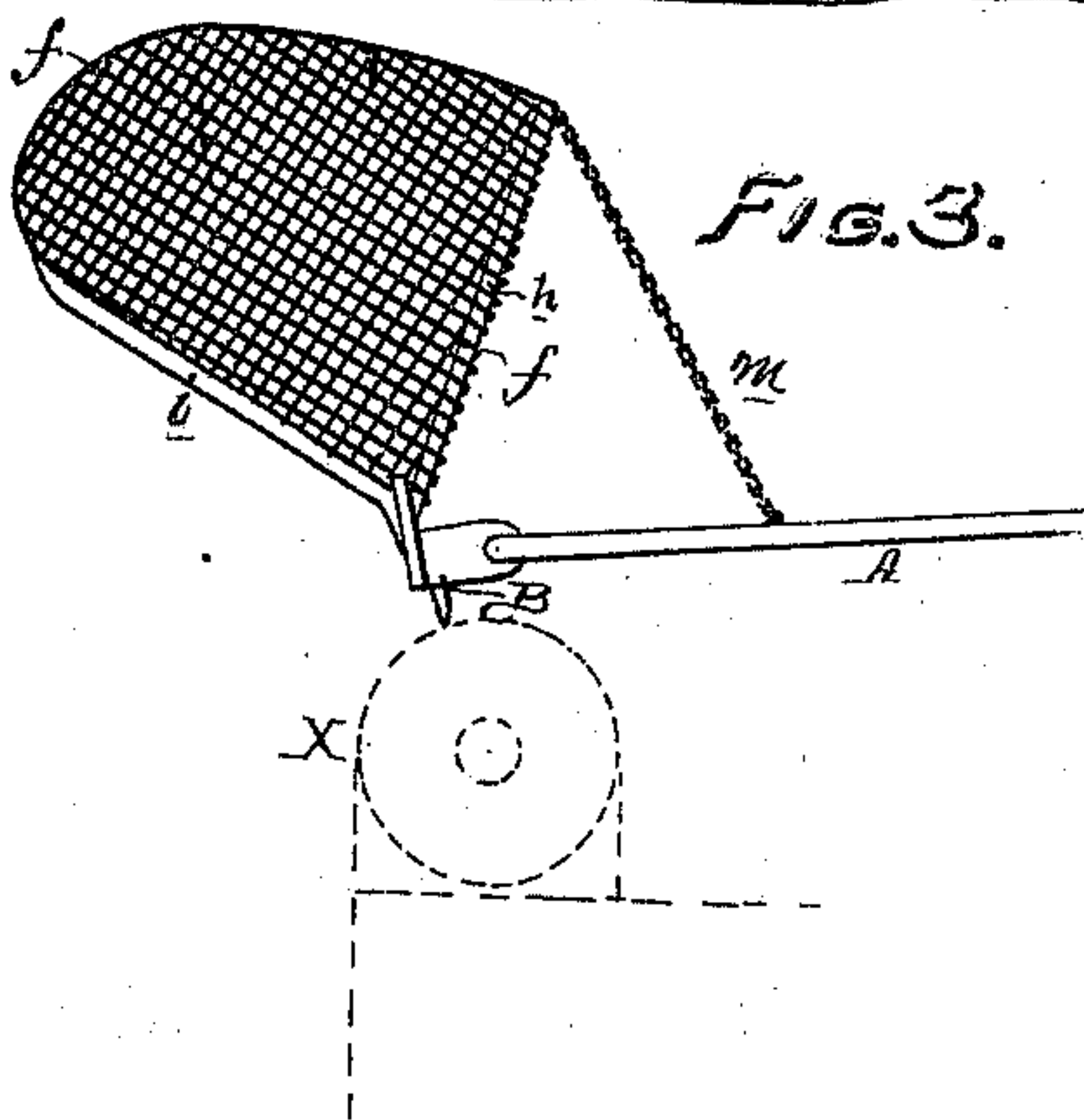
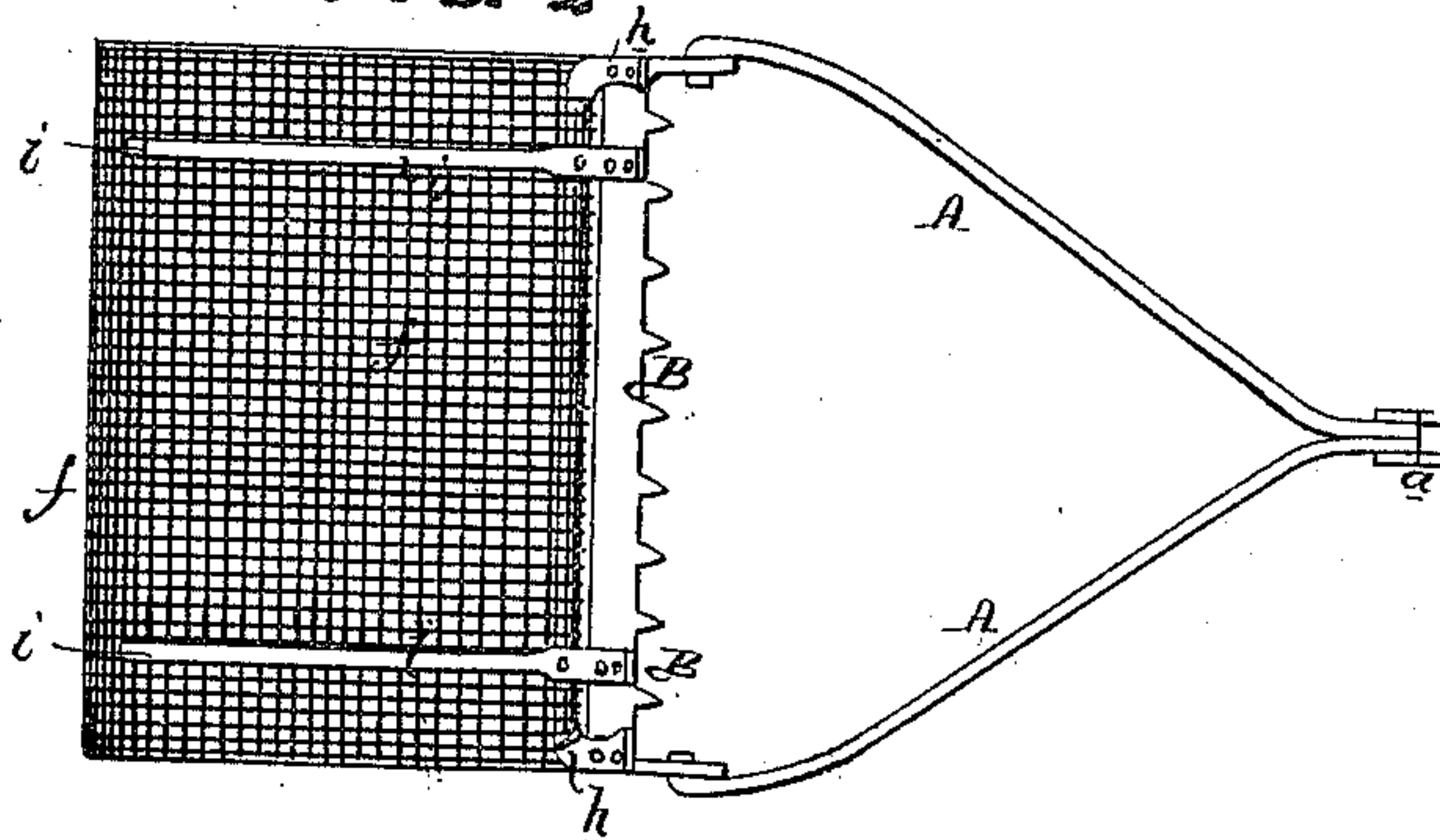


FIG. 4.



WITNESSES

Mr. A. Stet.
John Parker

T. F. Mayhew
by his Atty
Horsen and son

United States Patent Office.

THOMAS F. MAYHEW, OF PORT NORRIS, NEW JERSEY.

Letters Patent No. 97,420, dated November 30, 1869.

OYSTER-DREDGE.

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 F. MAYHEW, of Port Norris, Cumberland county, New Jersey, have invented certain Improvements in Oyster-Dredges; and I do hereby declare the following to be a full, clear, and exact description of the same.

Nature and Object of the Invention.

My invention consists—

First, in the employment, in an oyster-dredge, of a light inflexible bag of wire gauze, or its equivalent, in place of the usual heavy chain-bag;

Secondly, of certain guards or fenders, arranged beneath the said inflexible bag; and

Thirdly, in bringing the tooth-bar and the said inflexible bag to the front portion of the dredge, and in a peculiar construction of the latter.

The object of my invention is to dispense with the objectionable flexible bag, and to simplify and reduce the weight of the dredge.

Description of the Accompanying Drawing.

Figure 1 is a perspective view of my improved oyster-dredge.

Figure 2, a sectional view of the same.

Figure 3, a view of the dredge as it appears when being drawn over the side of a vessel; and

Figure 4, an inverted plan view.

General Description.

The frame of an ordinary oyster-dredge consists of four bars, welded together at the front, so as to form an eye, to which the operating-rope or chain may be attached, and spread apart from each other at the rear end of the dredge, so that the usual tooth-bar and flexible chain-bag, into which the oysters are raked, may be secured to them.

The chain-bag, owing to its flexibility, always sags downward, and rests upon the bottom of the oyster-bed, as the dredge is drawn forward, so that, although made of the stoutest and heaviest material, the bag soon becomes worn through and unfit for use.

The frame also, in order to sustain the weight of the bag, and to distend it properly, must be much stouter and more complex than if the bag were made of some light inflexible material.

To overcome the above objections, and to consequently simplify and reduce the weight of the dredge, has been the object of my present invention, which I will now proceed to describe.

The general form of the ordinary dredge is retained, but the upper bars of the frame are dispensed with, and the lower bars A A only employed, the latter being welded, or otherwise secured together, at the front end, where there is a link, *a*, and having secured to their rear ends the tooth-bar B, which is furnished with the usual teeth *c*.

In place of the usual heavy bag of S-hooks and rings, I employ a light inflexible bag, *f*, of stout wire gauze, the mouth of this bag being supported by a metal frame, *h*, secured to the tooth-bar, and being protected at the bottom by guards or fenders *i*, which are also secured to the tooth-bar, and which pass beneath and around the said bag, as best observed in figs. 2 and 4, the upper ends of these guards or fenders, after passing around the bag, being attached to the top of the frame *h*.

The frame *h* is attached to the bars A A by light chains *m m*, which determine the angle, in respect to the said bars, of the tooth-bar B and the bag.

When the dredge is dragged forward, it will assume the position shown in fig. 2, the tooth-bar and fenders only resting upon the bottom, the fenders effectually protecting the light material of the bag.

When the dredge is drawn on to the roller X, on the side of the vessel, its teeth *c* will strike on the said roller, and will turn the tooth-bar and bag to the position shown in fig. 3, thus emptying the oysters on to the deck of the vessel, without the usual necessity of drawing the dredge entirely over the roller.

This method of emptying the dredge, which would be impossible with the flexible bag, enables the fenders for warding off the tooth-bar from the roller, to be dispensed with, and much facilitates the operation of the apparatus.

Although I prefer that the frame, &c., for supporting the inflexible bag, should be constructed as above described, yet it will be evident that the bag can be applied with advantage to any of the frames in common use.

Claims.

1. The use, in an oyster-dredge, of a bag, *f*, of wire gauze, or its equivalent, for the purpose specified.
2. The guards or fenders *i i*, arranged, in respect to the bag *f*, substantially in the manner described.
3. The tooth-bar B and the bag *f*, and its frame, so hinged to the bars A A of the dredge, and so connected to the same by chains *m m*, or their equivalents, that the said tooth-bar and bag may be tilted, for the purpose of emptying the latter, substantially as herein set forth.

4. A frame for oyster-dredges, consisting of two bars A A, connected together, and hinged to the tooth-bar B, substantially in the manner described.

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

THOMAS F. MAYHEW.

Witnesses:

JOHN WHITE,
HARRY SMITH.