

JOSHUA H. MOORE & JAMES B. CLARK.
 Improvement in Rudder Attachments.
 No. 119,874. Patented Oct. 10, 1871.

Fig. 1

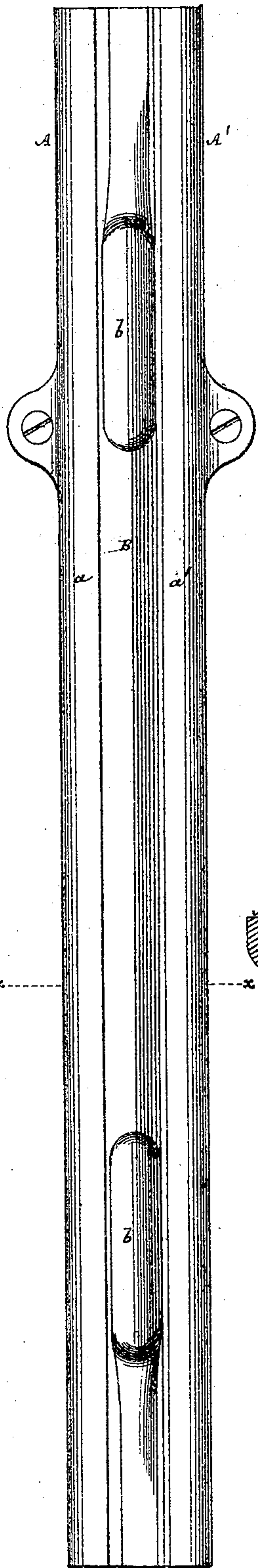


Fig. 2

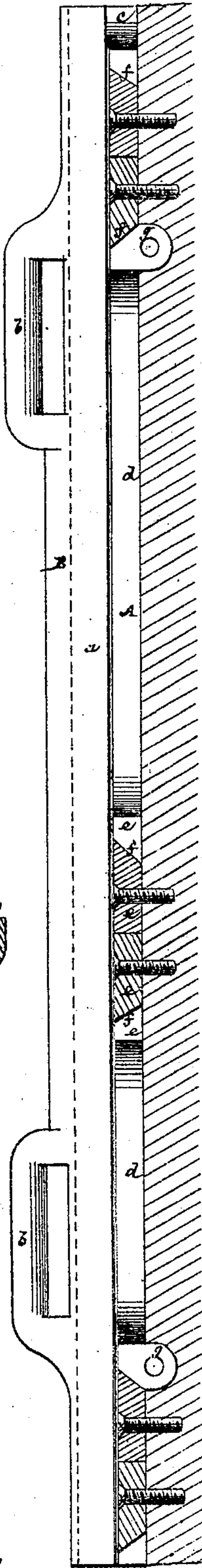


Fig. 3

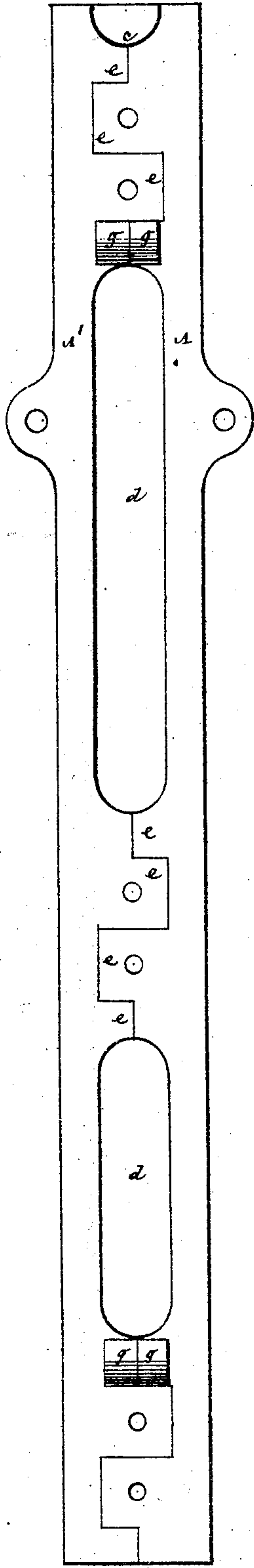
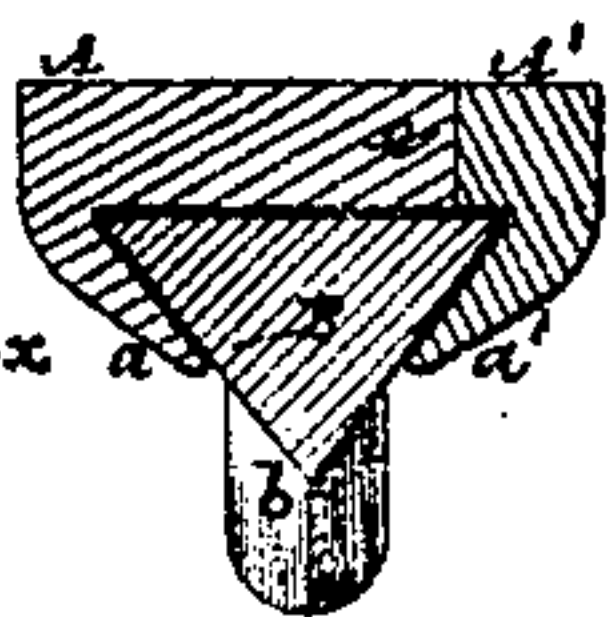


Fig. 4



Witnesses.
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UNITED STATES PATENT OFFICE.

JOSHUA H. MOORE, OF DEEP RIVER, AND JAMES B. CLARK, OF CHESTER, CONN.

IMPROVEMENT IN RUDDER ATTACHMENTS.

Specification forming part of Letters Patent No. 119,874, dated October 10, 1871.

To all whom it may concern:

Be it known that we, JOSHUA A. MOORE, of Deep River, in the county of Middlesex and State of Connecticut, and JAMES B. CLARK, of Chester, in said county of Middlesex and State of Connecticut, have invented a new and useful Improvement in Rudder Attachments; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing forming part of this specification, and in which—

Figure 1 is an outside face view of our improved rudder attachment; Fig. 2, a vertical or longitudinal section in a plane at right angles to Fig. 1 of the socket portion of the attachment, with the rudder-slide that fits therein in its place; Fig. 3 is a rear or inside face view; and Fig. 4, a transverse section through the line *xx* in Fig. 1.

Similar letters of reference indicate corresponding parts throughout the several figures of the drawing.

This invention relates to means for providing, in a readier and more secure manner than by the usual pintles and staples, for the attachment and detachment of the rudder to and from the boat to which it belongs, and in which a metal slide, to which the rudder is permanently attached by straps, is made to fit a V-shaped metal socket firmly secured to the stern of the boat. Our improvement consists in a novel construction of said socket portion by dividing it longitudinally, or forming it of two half-V strips, provided with back lugs or divisions that interlock the one with the other, also provided with ears or projections which allow for the adjustment of said strips apart. By this improvement the socket portion of the attachment may be more easily and accurately fitted to accommodate the slide, and the structure is made perfectly firm and solid.

Referring to the accompanying drawing, A and A' represent the longitudinal strips which, together, form the V-shaped socket that is permanently secured to the stern of the boat, said strips

forming opposite halves of the V-groove or back and sides *a a'*, down within which the rudder-slide B is fitted. Said slide, which is of a V-shape in its transverse section to correspond with the socket, has loops *b b* on it to receive the straps which unite it with the rudder, and which serve to allow of the free play or swing of the latter. A stop, *c*, at the back of the slide enters a cavity in the back of the socket at its top to arrest the rudder-slide when down. The socket is divided longitudinally in an irregular manner down or through its back, as clearly seen in Fig. 3, each strip A A' being made up of open spaces *d* and of interlocking lugs *e e*, which are consecutively beveled in reverse directions, as at *f f*, so that when the strips are fitted together they tie each other longitudinally, and from being drawn apart face-wise. This gives stability and strength to the divided socket, which, being composed of two longitudinal strips as described, more readily admits of the V of the socket being filed out or finished for the easy and smooth play of the slide B within it than when said V is made in a socket constructed of a single piece. Such divided construction of the socket also provides for the adjustment of its sides laterally, to ease or tighten the slide as required, by means of ears *g g* on the rear side of the back of the socket for the reception of screws or bolts by which said adjustment is effected, and which serve to unite the two strips of which the socket is composed.

What is here claimed and desired to be secured by Letters Patent, is—

The longitudinally-divided metal socket composed of strips A A', provided with interlocking lugs *e e* and ears *g g*, for adjustment and connection of the strips which receive the rudder-slide B in between them, substantially as specified.

JOSHUA H. MOORE.

JAMES B. CLARK.

Witnesses:

G. B. RANSOM,
SOCRATES DENISON.

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