

H. RABIEN.

Improvement in Distress-Rudder and Drag.

No. 128,066.

Patented June 18, 1872.

Fig. 1.

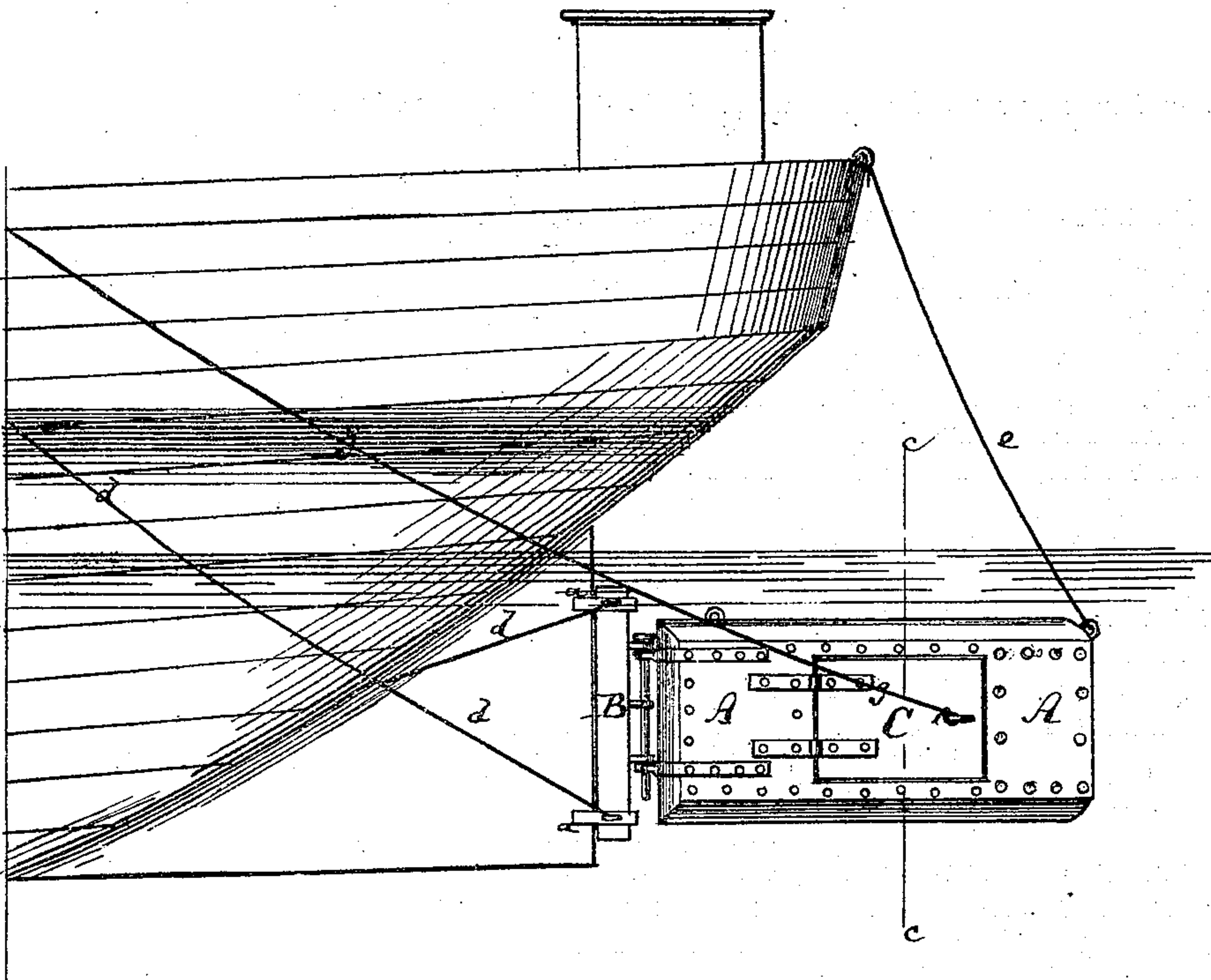


Fig. 2.

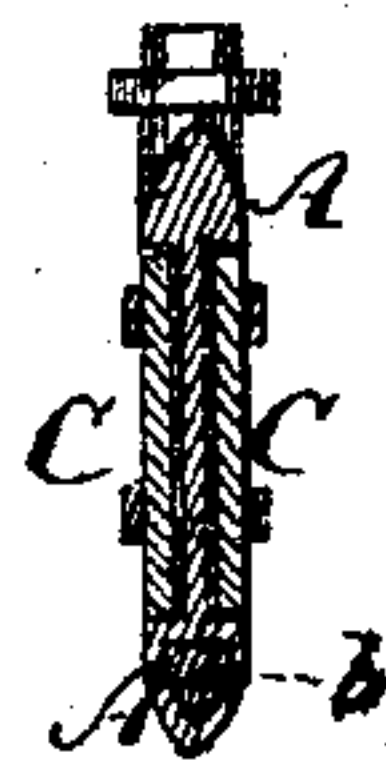
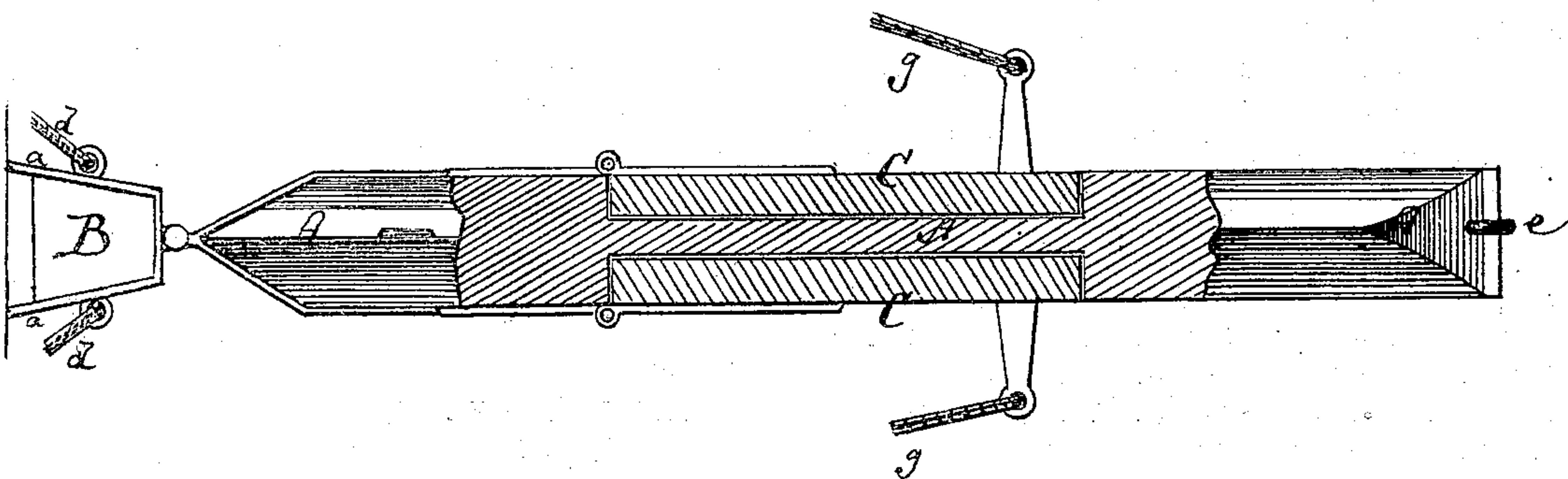


Fig. 3.



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## IMPROVEMENT IN DISTRESS RUDDERS AND DRAGS.

Specification forming part of Letters Patent No. 128,066, dated June 18, 1872.

Specification describing a new and Improved Distress Rudder and Drag, invented by HEINRICH RABIEN, of New York city, in the county and State of New York.

Figure 1 represents a side view of my improved distress rudder and drag. Fig. 2 is a vertical transverse section of the same on the line *c c*, Fig. 1. Fig. 3 is a horizontal section, on an enlarged scale, of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new distress-rudder, to be kept on board of vessels for use in case of the loss of or injury to the regular rudder. The invention consists in the use of a weighted plank containing recesses at the sides, and within the same hinged plates, that serve as rudders or drags.

A in the drawing represents a plank, made of a collection of boards or beams to attain the requisite size. It is hinged or jointed to an upright or post, B, which has projecting claws *a*, made of strap-iron, as shown. The lower part of the plank A is weighted by having lead *b* or other metal concealed within it, as indicated in Fig. 2. The sides of the plank A have recesses for the reception of the rudder-plates C C, which are hinged at their front edges, as shown in Fig. 3.

When the distress-rudder is to be used it is provided with the necessary ropes and lines, thrown overboard; being weighted at the bottom it will, in the water, float on edge in the requisite manner. By means of ropes *d d*, which connect with the post B, the latter is drawn against the stern-post of the ship, so that the straps or claws will, in part, embrace the latter and steady the post B; or the post

B may, if part of the old rudder remains, be drawn against that to straddle it. A line, *e*, connecting with the outer upper part of the plank A, serves as a brace, and regulates its height above water, and also prevents the plank from swinging to either side. Lines *g g*, connecting with the hinged plates C C, are finally used for steering purposes, swinging the plates more or less in or out, as may be required, and by spreading them entirely apart using them as drags.

The chief advantage of this invention is that the plank A can be applied in position at short notice, and without requiring assistance from parties not on board. Its self-sustaining quality, by being weighted, makes it unnecessary to employ braces or devices to prevent it from falling to one side or the other. It will even be useful and permit the full employment of the rudders C when not drawn direct against the stern-post or stump of the old rudder, and may therefore be permitted to follow at some distance astern of the ship, when it should be found impracticable or imprudent to draw it close ahead.

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

1. The distress-rudder, composed of the plank A and hinged plates C C, the plank being weighted at the lower part, as specified.

2. The combination of the jointed post B, having the claws *a*, with the weighted plank A, as set forth.

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Witnesses:

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