

W. CROSTHWAIT.

Improvement in Ships' Davits.

No. 131,941.

Patented Oct. 8, 1872.

Fig. I.

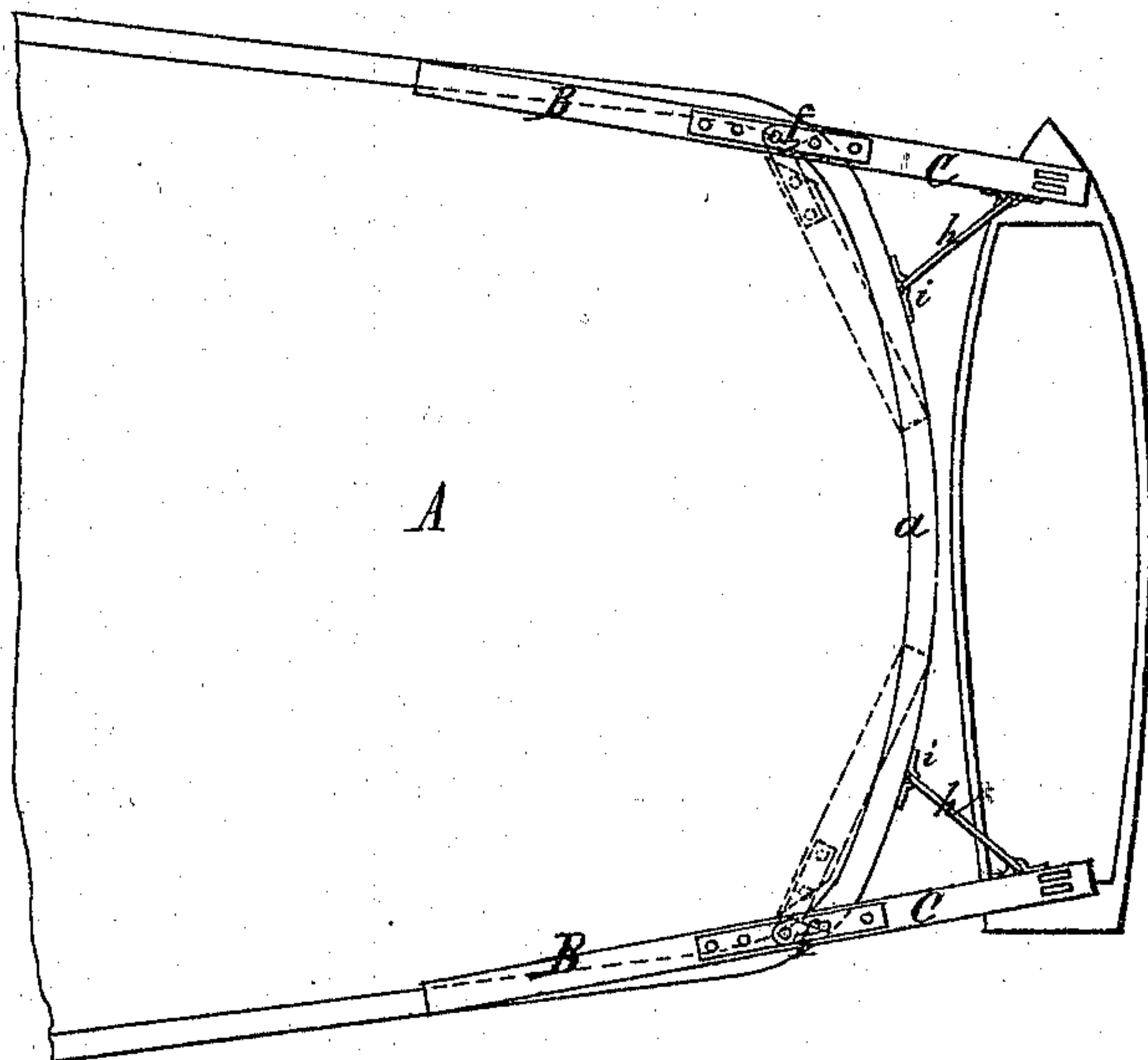


Fig. II.

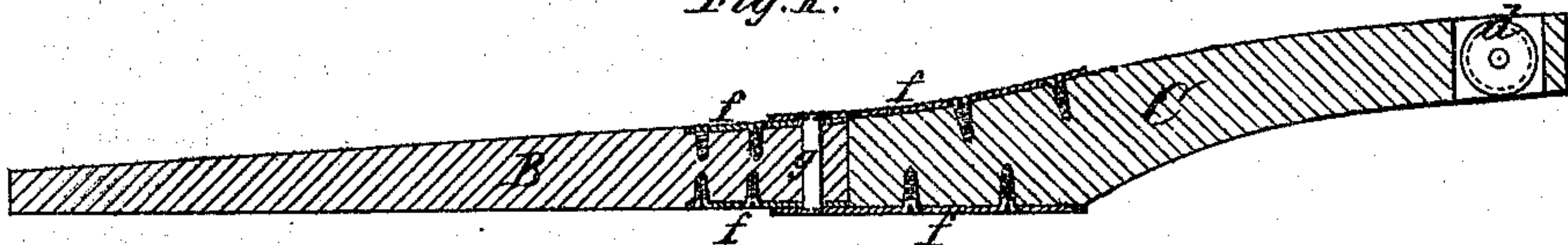
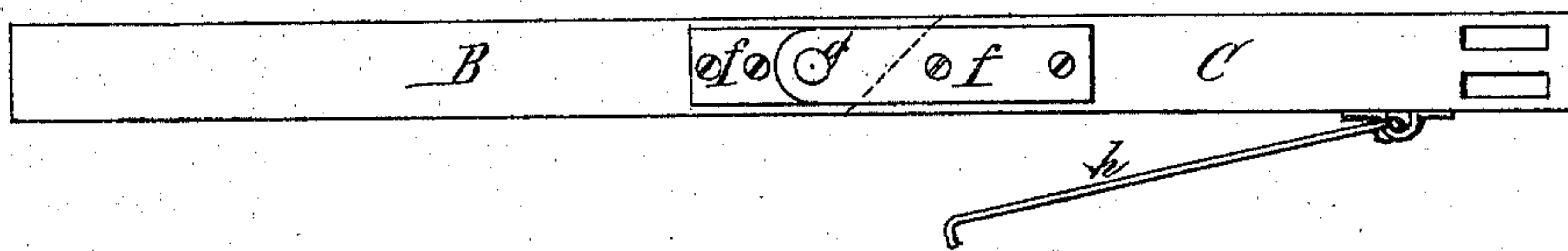


Fig. III.



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UNITED STATES PATENT OFFICE.

WILLIAM CROSTHWAIT, OF BUFFALO, NEW YORK, ASSIGNOR TO WILLIAM S. CROSTHWAITE, OF SAME PLACE.

IMPROVEMENT IN SHIPS' DAVITS.

Specification forming part of Letters Patent No. 131,941, dated October 8, 1872.

To all whom it may concern:

Be it known that I, WILLIAM CROSTHWAIT, of the city of Buffalo, in the county of Erie and State of New York, have invented a certain new and useful Improvement in Davits for Vessels, of which the following is a specification:

Ships' davits consist of two beams projecting from the stern of the vessel, and are used for suspending the yawl-boat therefrom. They are usually secured to the railing of the vessel so as to be located at the proper height above the surface of the water. When vessels enter port the yawl-boat is lowered into the water, and it becomes desirable to remove the projecting portion of the davits with the lifting tackle attached thereto, in order to prevent their being broken or injured by contact with other vessels, buildings, &c.

I am aware that ships' davits have been constructed in two pieces, the inner portion being secured to the railing, while the outer portion was hinged to the former in such a manner as to allow of its being swung up vertically out of the way when desired. This construction is objectionable, as the whole weight of the outer end of the davit and its appendages have to be lifted in swinging it up; also for the reason that in a heavy sea the waves sometimes lift the yawl-boat and outer ends of the davits, and in receding allow the same to suddenly drop back to their former position, whereby the davits or lifting tackle are frequently broken, and the yawl-boat lost.

My invention consists of davits for vessels, the outer projecting ends of which are hinged to the portions secured to the vessel in such a manner as to enable such ends to be swung horizontally and inwardly within the railing of the vessel, said ends being provided with a brace which retains the same in their extended or projecting position, and serves at the same time as a convenient means for drawing the davits aboard when desired.

In the accompanying drawing, Figure I is

a plan view of the stern of a vessel provided with my improved davits; Fig. II is a side elevation on an enlarged scale of one of the davits; and Fig. III is a plan view thereof.

Like letters designate like parts in each of the figures.

A represents the stern of a vessel, and *a*, the railing thereof. B B are the inner portions of the davits, firmly secured to the vessel, preferably to the railing, and C C the outer hinged portions thereof, carrying at their ends the lifting tackle *d*, and cut out or curved at their under side so as to clear the dead-eyes and cleats secured to the top of the railing. The hinge of the davits consists of two top and bottom plates, *f*, secured to the contiguous ends of the portions B and C, and connected by a vertical bolt, *g*, as clearly shown in Figs. II and III. *h* represents the braces hinged to the outer portion C of each davit at the inner side and provided at the inner end with a hook, which is engaged in a loop, *i*, secured to the railing *a*, for retaining the outer portion C of the davit in its extended or projecting position.

The yawl-boat being lowered, the braces *h* are disengaged and the arms C are swung inward by means of said braces, so as to rest upon the railing, as shown by dotted lines in Fig. I, which operation is easily and speedily accomplished, since the braces *h* connect with the railing of the vessel in a most favorable position for adjusting the arms C in either direction.

What I claim as my invention is—

The arrangement with the stern of a vessel of the fixed beams B B and movable arms C C, when the latter are provided with braces *h h*, and hinged so as to swing horizontally inward after the yawl has been lowered, substantially as hereinbefore set forth.

WILLIAM CROSTHWAIT.

Witnesses:

JOHN J. BONNER,
EDWARD WILHELM.