

G. L. STUCK.
Oar-Locks.

No. 155,050.

Patented Sept. 15, 1874.

Fig: 1.

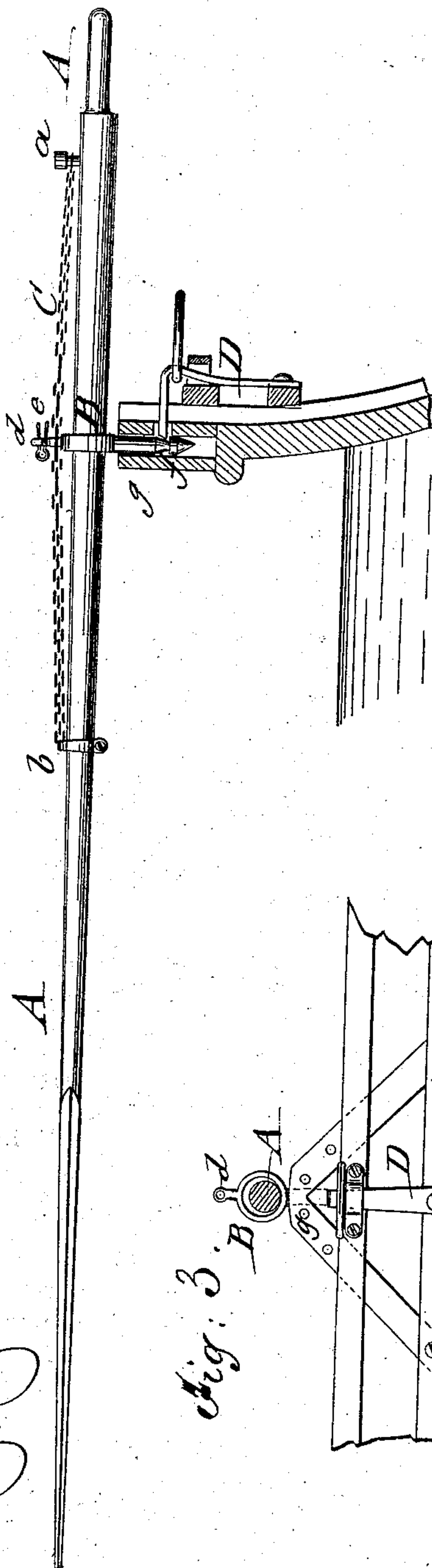


Fig 2.

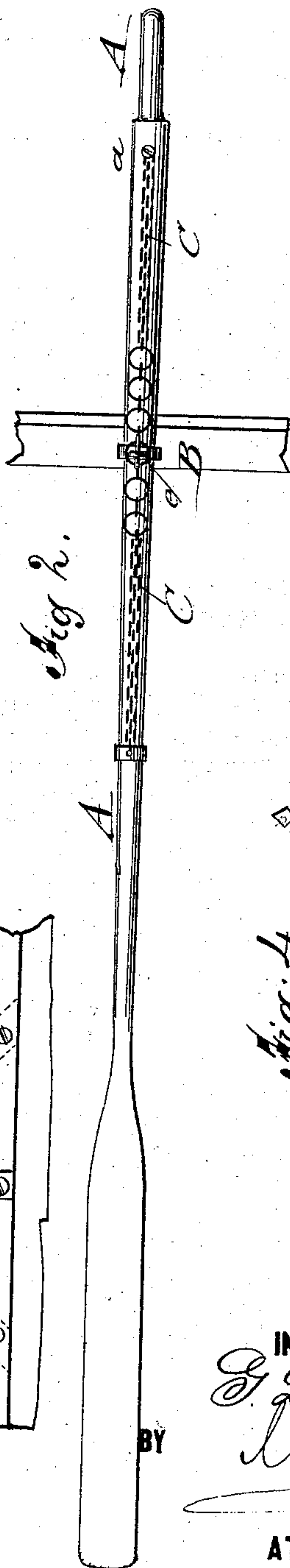


Fig: 3.

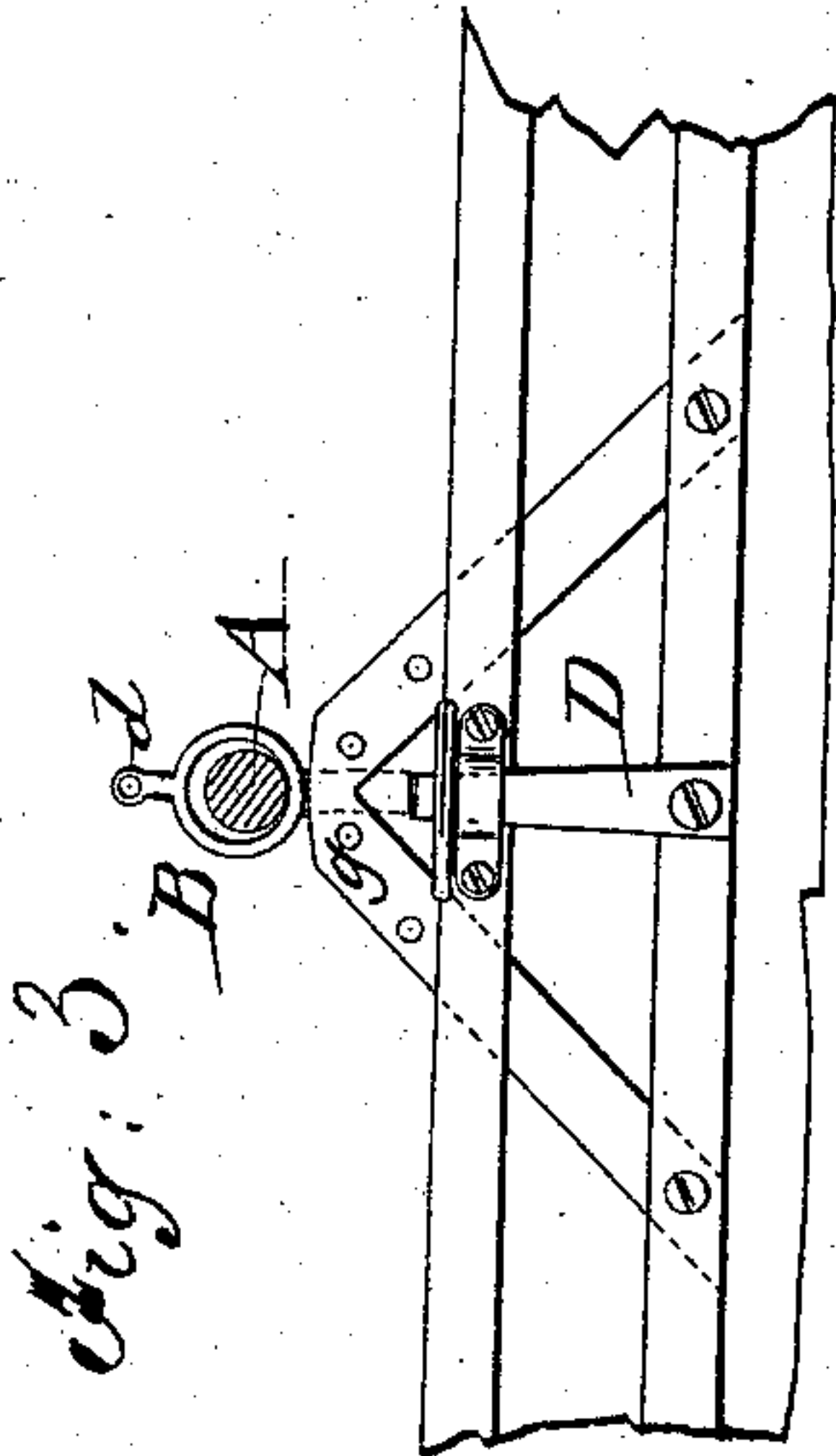
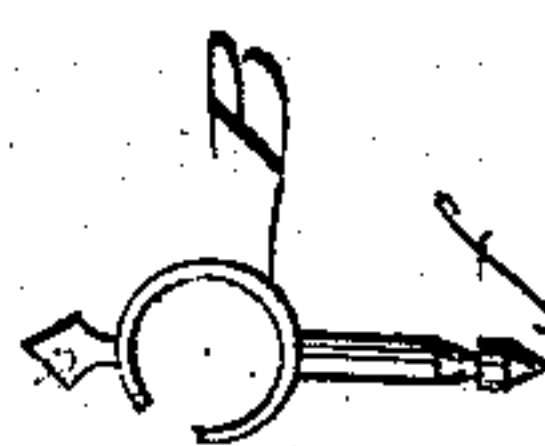


Fig: 4.



WITNESSES:

Chas. Nida.
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UNITED STATES PATENT OFFICE.

GEORGE L. STUCK, OF SELMA, ALABAMA.

IMPROVEMENT IN OAR-LOCKS.

Specification forming part of Letters Patent No. **155,050**, dated September 15, 1874; application filed August 1, 1874.

To all whom it may concern:

Be it known that I, GEORGE L. STUCK, of Selma, in the county of Dallas and State of Alabama, have invented a new and Improved Oar-Lock, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation of an oar, as attached to a boat by my improved oar-lock. Fig. 2 is a top view of the same; Fig. 3, a vertical transverse section, and Fig. 4 a detail side view, of a reserve oar-lock.

Similar letters of reference indicate corresponding parts.

The invention consists in the employment of a bridle-chain, the ends of which are attached to the oar, while its middle portion is connected with the oar-lock through the medium of a projection on the latter, which fits in one of the links of the chain. By the provision of the bridle-chain the oar is secured to the oar-lock, so as to prevent it from slipping through the same; and, furthermore, means are also furnished for adjusting the oar in a longitudinal direction, so as to increase or diminish the leverage, the swiveled oar-lock enabling the vertical and horizontal movement of the oar to take place.

In the drawing, A represents the oar, and B the oar-lock, which is made of a ring-shaped upper part, slipped over the oar for being attached thereto. A bridle-chain, C, with middle links or rings of larger size, is fastened at one end by a staple, screw-bolt, or other fastening, *a*, near the handle of the oar, and by means of an adjustable clamp-ring, *b*, to the middle of the oar. By the clamp-ring *b* the oar may be easily adjusted to the required length to allow it to be feathered without the loss of outboard or inboard leverage. The oar A is fastened to the bridle-chain C by placing one of

the larger middle rings over the perforated top projection or lug *d* of lock B, and fastening it securely by a spring-pin, *e*. By sliding the oar along the lock and applying one of the other rings the leverage of the oar may be changed at pleasure. The stem or shank of lock B is provided with an annular groove at the lower end and set into the usual socket of the boat. A spring-latch, D, is attached to the inside of the boat in such a manner that it projects to the grooved end of the lock-stem and binds the same firmly to the boat without interfering with the motion of the lock in following the oar. The oar is thereby retained in proper position, and the liability of losing it by accident, capsizing, or other causes prevented.

By withdrawing the spring-latch the oar and lock may be readily detached from the socket, and thus a very convenient and safe device for applying the oar to the boat furnished.

A reserve lock, with part of the ring open, as shown in Fig. 4, may be carried in the boat, for being applied in case any of the locks should give out, it being slipped on the oar and passed over the bridle-chain without taking off either end of the same.

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

In combination with the swiveled oar-lock B, having the projection *e*, the chain C, attached at its ends to the oar A, and adjustably connected with the oar-lock by the projection on the same, as and for the purpose herein set forth.

GEORGE L. STUCK.

Witnesses:

GEORGE A. STUCK,
JOHN P. TILLMAN.