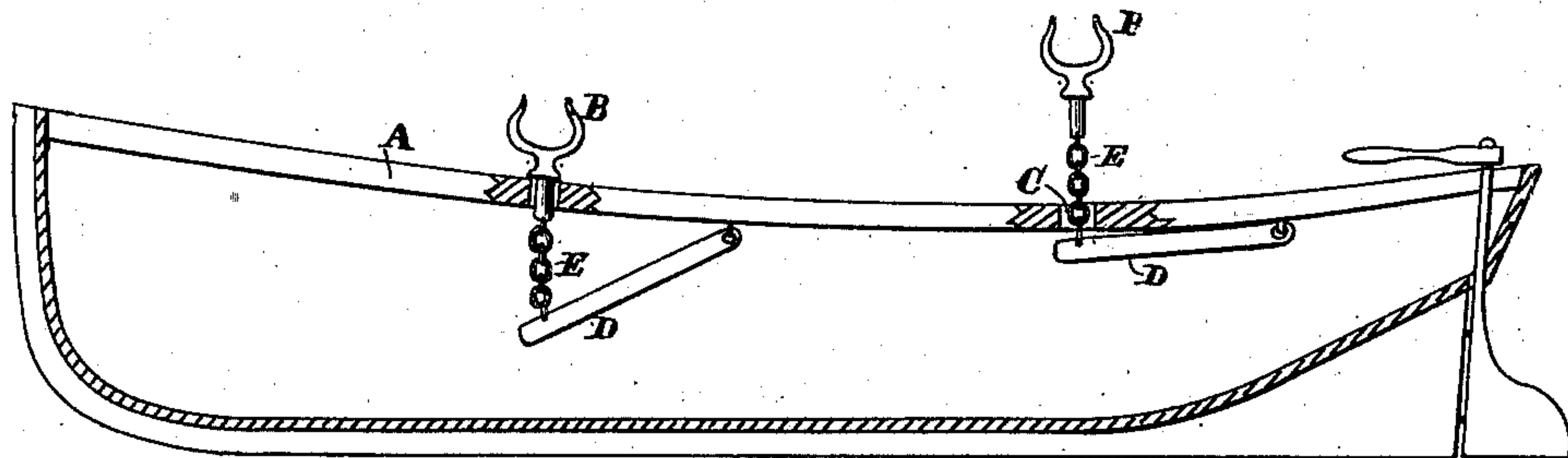


R. R. & E. SPEDDEN.  
Rowlock.

No. 198,821.

Patented Jan. 1, 1878.



Witnesses  
Geo. H. Strong  
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# UNITED STATES PATENT OFFICE.

ROBERT R. SPEDDEN AND EUGENE SPEDDEN, OF ASTORIA, OREGON.

## IMPROVEMENT IN ROWLOCKS.

Specification forming part of Letters Patent No. **198,821**, dated January 1, 1878; application filed November 21, 1877.

*To all whom it may concern:*

Be it known that we, ROBERT R. SPEDDEN and EUGENE SPEDDEN, of Astoria, in the county of Clatsop and State of Oregon, have invented an Improvement in Rowlocks; and we hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawing, in which the figure represents a longitudinal vertical section of a boat with our improvements as applied thereto.

Our invention relates to an improved arrangement for mounting rowlocks in the gunwale of a boat; and it consists of a weight or spring, which is connected at one end with the stem or shank of rowlock by a chain, while its opposite end is secured to the under side of the gunwale, so that when it is desired to unship the rowlock it can be done by pulling the shank out of its socket and dropping the rowlock over the gunwale. The rowlock can be readily shipped for use by raising it to an upright position, when the tension of the spring or the gravity of the bar or weight will draw the shank into its socket. When the rowlock is unshipped the spring or weight can be locked to the gunwale and the chain which connects the rowlock with the weight or spring will pass through the socket of the rowlock, and thus effectually prevent the rowlock from being shipped or another inserted in its place.

Let A represent the gunwale of a boat, and B a rowlock, which is placed in a socket, C, in the gunwale in the ordinary manner. On the under side of the gunwale, at a short distance from the socket C, we secure one end of a spring or weight, D. The opposite end of this spring or weight is connected with the end of the rowlock shank or stem by a short chain, E.

When the rowlock is in place the tension of the weight or spring will hold it in position and prevent it from being easily unshipped

by any accident; but when it is desired to unship it the shank is simply pulled out of the socket and the rowlock allowed to hang on either side of the gunwale.

When it is desired to ship the rowlock, all that is required is to raise it to a vertical position, when the weight or spring will draw it into the socket. By our invention a rowlock can be easily and quickly shipped in the darkest night or in the roughest weather, by simply raising it to an upright position with the hand or an oar, the tension of the spring or weight accomplishing the rest of the operation; and by fastening the weight or spring, when the rowlock is unshipped, the boat cannot be used by one not having a key to the lock, as the rowlock attached to the bar cannot be used or any other put in its place, the chain effectually preventing another rowlock from being placed in the socket while the weight is locked to the gunwale.

The advantages of our invention will be readily seen by those accustomed to the management of a boat, as the difficulty of shipping a rowlock is often very great.

We are aware that chains and cords have been used to attach rowlocks to the side of boats, and we do not claim, broadly, the chain alone; but

What we do claim, and desire to secure by Letters Patent, is—

A rowlock, B, secured to the gunwales of a boat by a chain, E, and spring or weight, D, connected to the boat, all combined, constructed, and arranged substantially as and for the purposes herein described.

In witness whereof we have hereunto set our hands.

ROBERT R. SPEDDEN.  
EUGENE SPEDDEN.

Witnesses:

W. W. PARKER,  
G. W. RICHARDSON.