(No Model.)

J. F. MUMM.

DAVIT FOR BOATS.

No. 272,745. Patented Feb. 20, 1883.

fig: 1.

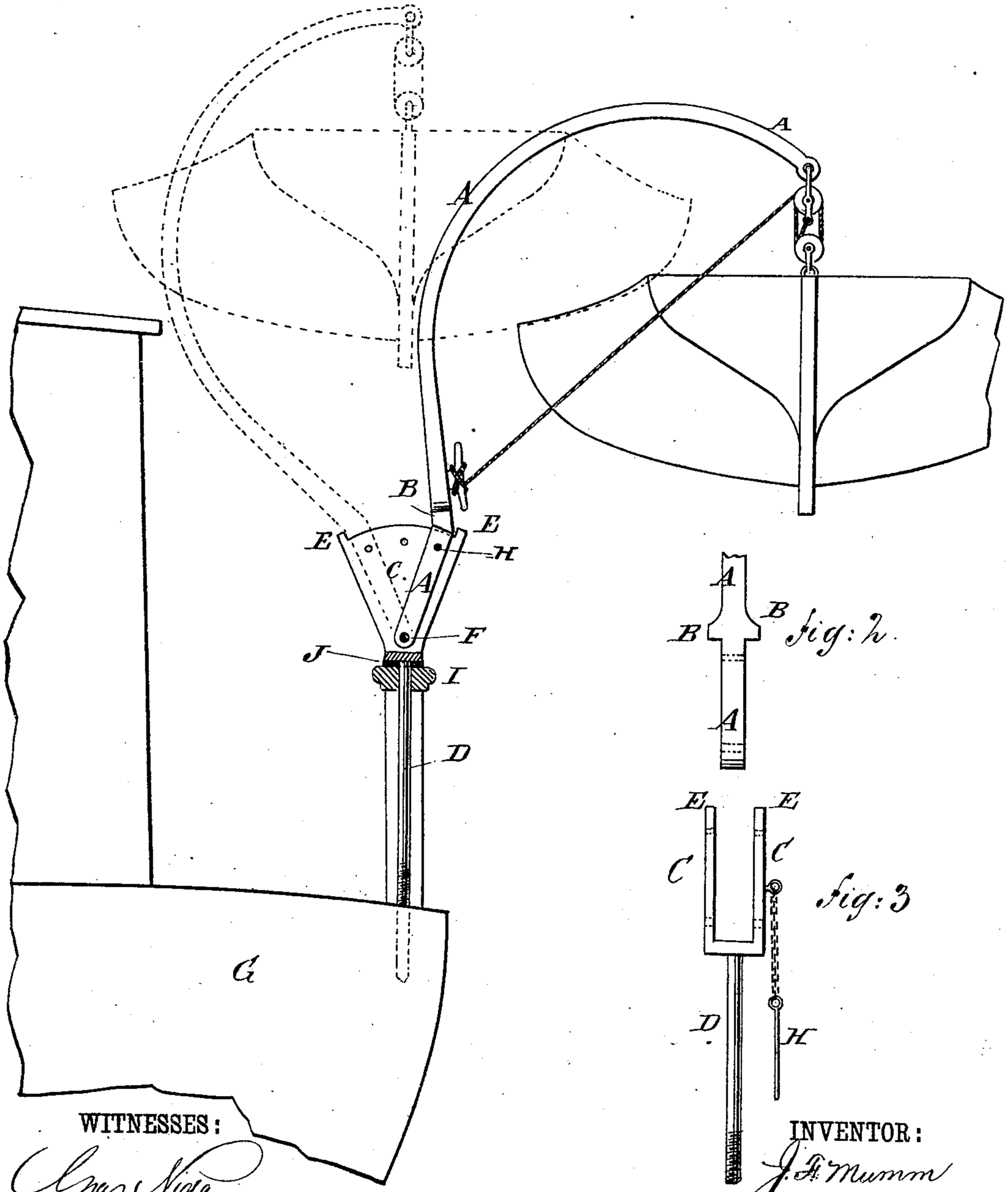

fig: 2.

fig: 3

WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN F. MUMM, OF BROOKLYN, NEW YORK.

DAVIT FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 272,745, dated February 20, 1883.

Application filed October 9, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. MUMM, of South Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Davits for Boats, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of my improvement, partly in section. Fig. 2 is a rear elevation of the lower part of the davit. Fig. 3 is a rear elevation of the davit socket and bolt.

The object of this invention is to economize space and promote convenience in the raising and lowering of boats.

A is the davit-arm, which is curved outward, and is provided at its outer end with a tackle, in the ordinary manner. The lower end of the devit-arm A is bent to the rearward, as shown in Fig. 1, and is provided near its lower end with shoulders B upon its opposite sides, as shown in Fig. 2. The lower end of the davit-arm A fits into the davit-socket C, which is formed of two parallel plates, secured at their lower ends to or formed upon the upper end of the davit-bolt D. The upper edges of the plates of the socket are curved in the arc of a circle, and have shoulders E formed upon their ends. The lower end of the davit-arm A is hinged in the lower part of the socket C by a pin, F, passing through the said socket and through the said davit-arm. The movement of the davit-arm A in the socket C is limited by the shoulders E, formed upon the upper edge of the said socket, and against which the shoulders B of the said davit A strike. With this construction the davits A can be readily pushed outward to carry the boat beyond the side of the vessel G, so that the boat can be lowered and raised freely, and can be drawn inward when the boat is raised to bring the said boat over the deck of the vessel, as indicated in dotted lines in Fig. 1. With this construction the davits will be held in place in either position by the weight of the boat, but may be further secured in place by a pin, H, passed through a hole in the upper part of the socket C and in the said davit-arm A.

The davit-arm A can be secured in an intermediate position by passing the pin H through a hole in the middle upper part of the socket C and through the said davit-arm.

The davit-bolt D passes down through the rail I and screws into the deck-timbers of the vessel, so that the davit will be firmly supported. The part of the rail I through which the bolt D passes is strengthened by a metal plate, J, attached to the said rail, and perforated for the passage of the said bolt.

I am aware that it is not new to hinge-joint a davit-arm so that it may be turned back into the vessel and require it to be held over the water by vertical supports from the edge of the deck of the vessel; but

What I do claim as new and of my invention is—

1. A davit-arm pivoted to turn between lateral guides and stops E E, whereby the boat will be held over the deck of vessel or over the water by gravity, as described.

2. The screw-bolt D, having the plates C C, extending up from two opposite sides of its head, provided with opposite bearing-holes for a pivot near the bottom of said plates, and having the shoulders E E on the upper corners of said plates, in combination with a davit-arm, as shown and described.

JOHN F. MUMM.

Witnesses:
JAMES T. GRAHAM,
C. SEDGWICK.