

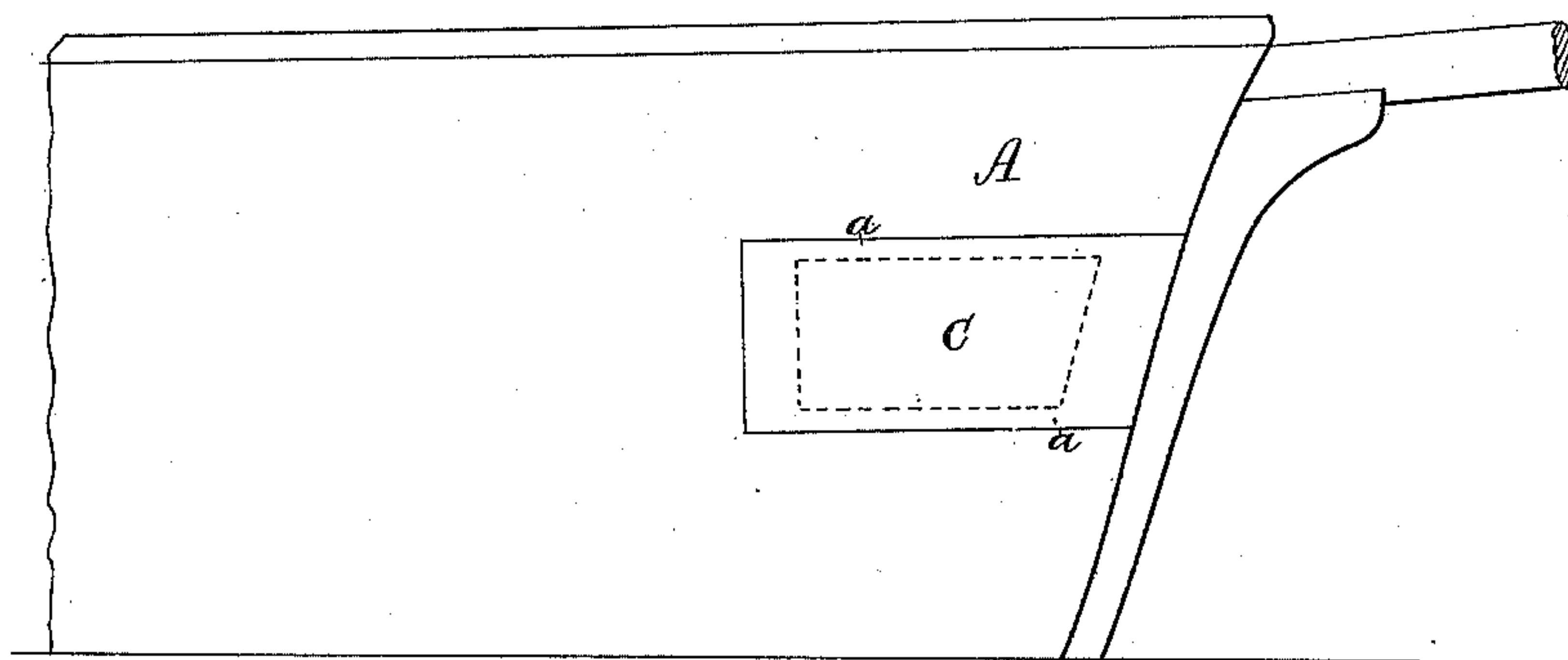
(No Model.)

R. B. CONDON.  
NAVIGABLE VESSEL.

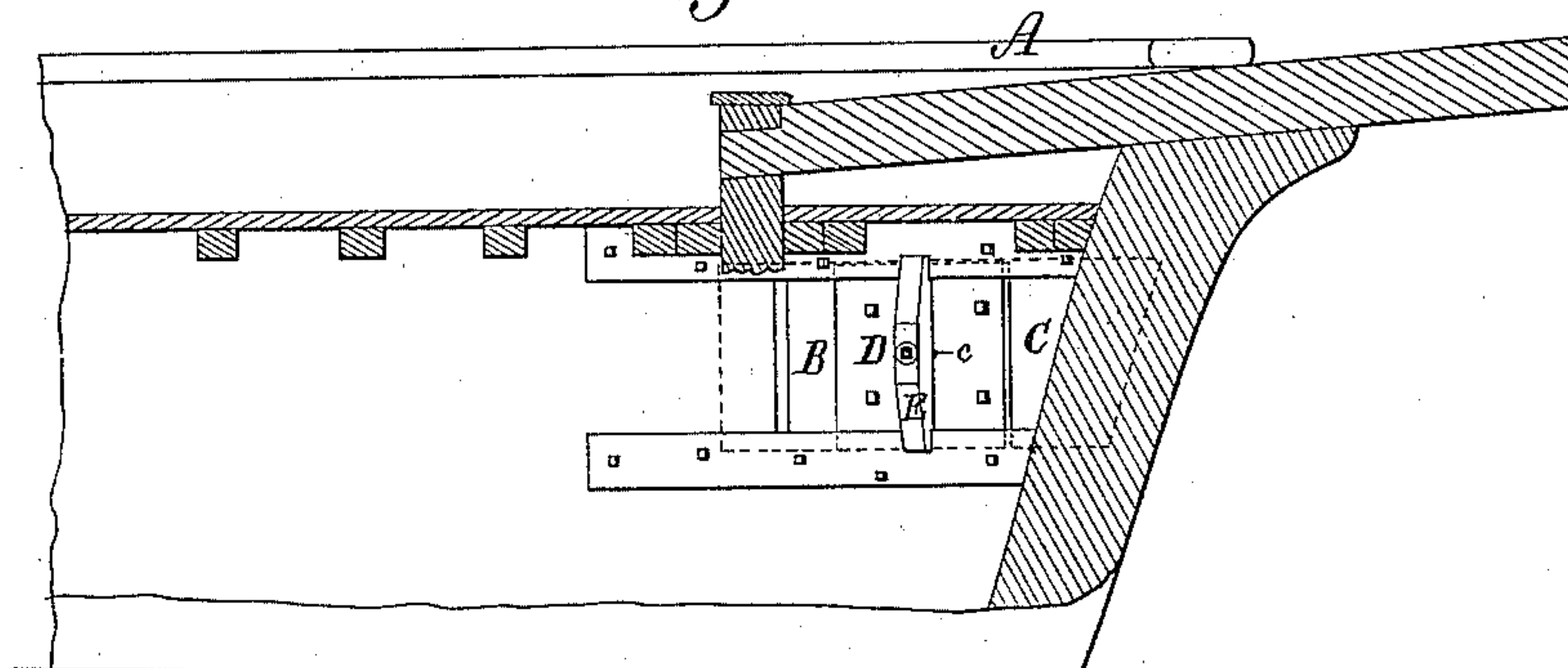
No. 307,438.

Patented Nov. 4, 1884.

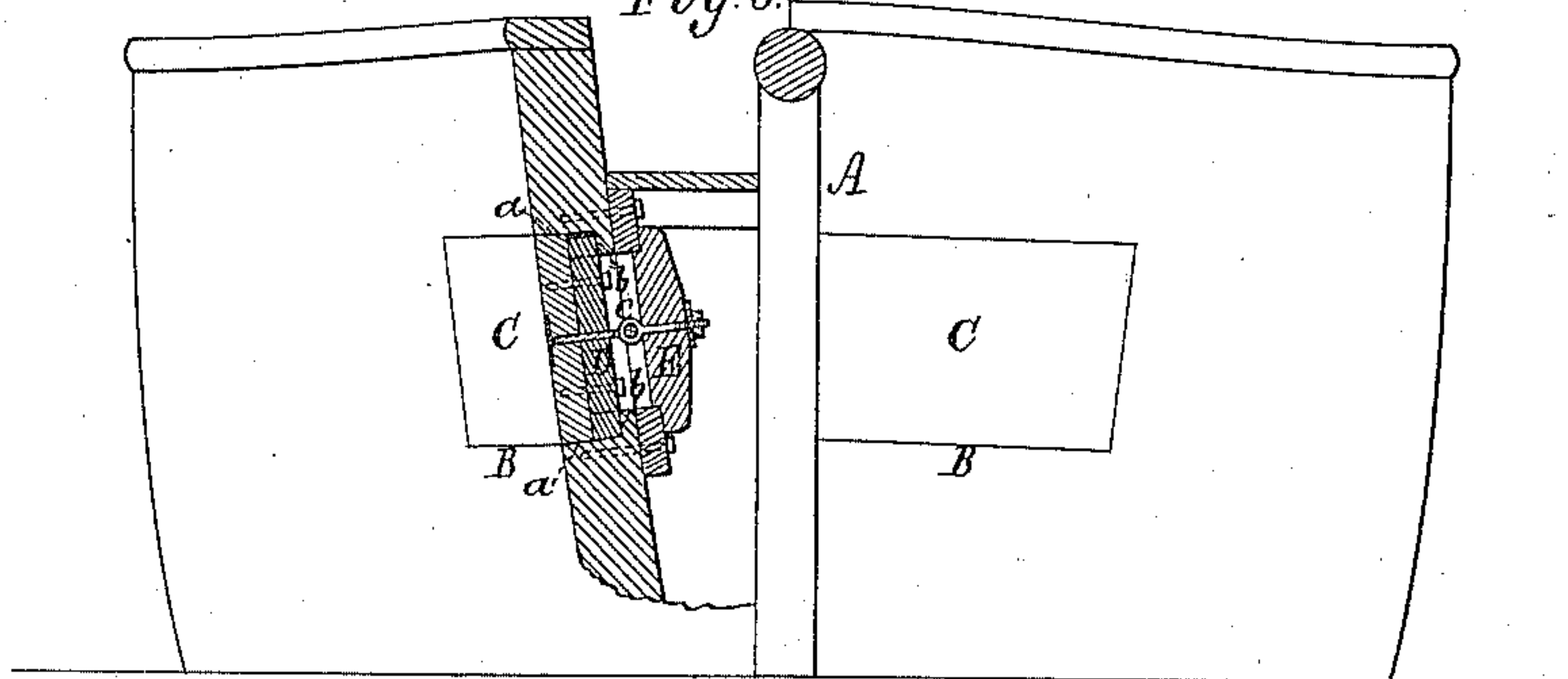
*Fig. 1.*



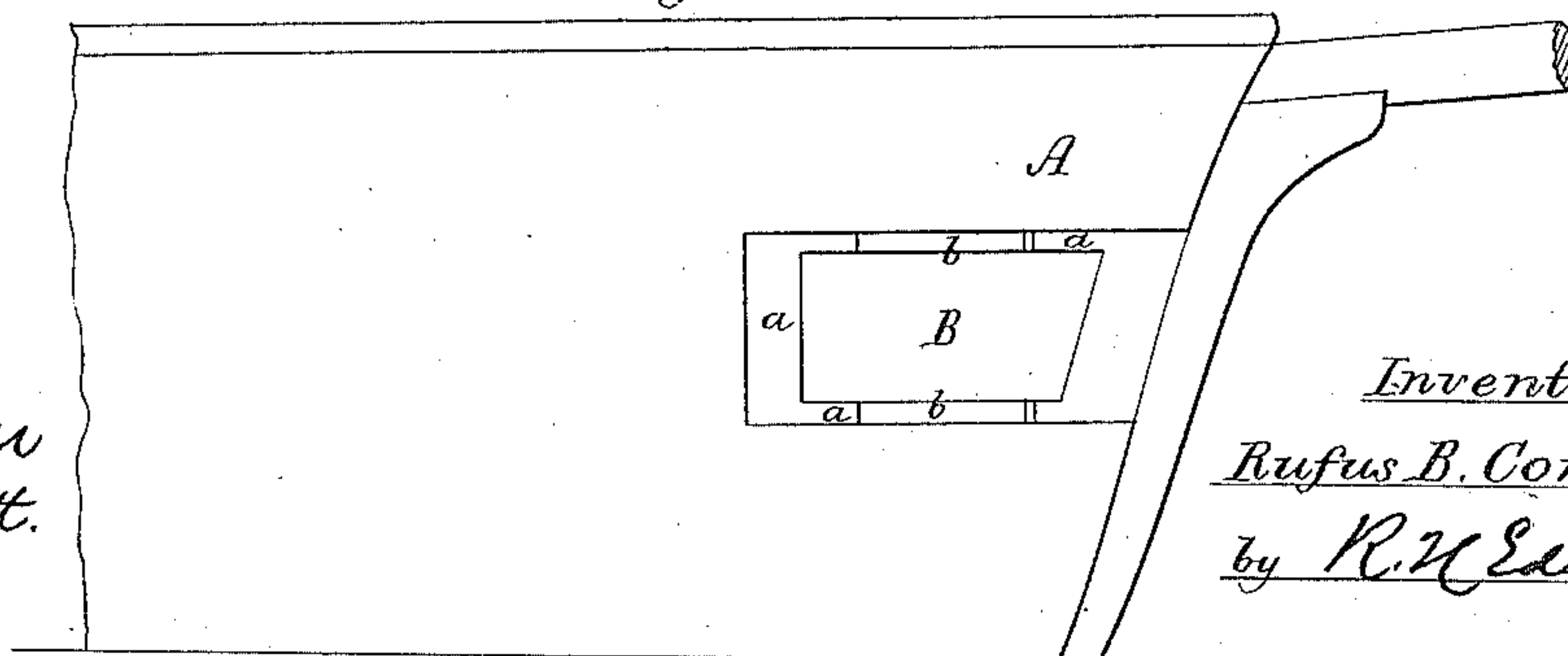
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



*Witnesses.*  
*S. N. Piper*  
*E. B. Pratt.*

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*Rufus B. Condon.*  
*by R. H. Eddy atty.*

# UNITED STATES PATENT OFFICE.

RUFUS BARTLETT CONDON, OF BELFAST, MAINE.

## NAVIGABLE VESSEL.

SPECIFICATION forming part of Letters Patent No. 307,438, dated November 4, 1884.

Application filed August 18, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, RUFUS BARTLETT CON-  
DON, of Belfast, in the county of Waldo, of  
the State of Maine, have invented a new and  
5 useful Improvement in Navigable Vessels; and  
I do hereby declare the same to be described  
in the following specification and represented  
in the accompanying drawings, of which—

Figure 1 is a side elevation, Fig. 2 a longi-  
10 tudinal section, and Fig. 3 a transverse sec-  
tion, of a part of the bow of a vessel's hull,  
with its lumber-port provided with my in-  
vention, the nature of which is defined in the  
claim hereinafter set forth. Fig. 4 is a front  
15 view of the port as open.

Vessels provided with lumber-ports at the  
bow usually have at the mouth of the port a  
simple rabbet extending around such to re-  
ceive and support the door or closure of the  
20 port, such door or closure being held in place  
by one or more turn buttons or bars extend-  
ing across the port within the hold, and se-  
cured at the middle of each to the door or  
closure. In heavy or stormy weather such  
closures, covers, or doors are liable by the sea  
to be broken in or detached from the hull,  
greatly to its detriment, and imperiling the  
safety of the vessel.

My invention is to support the port cover  
30 or closure at and across its middle, as well as  
at its edges, and thereby render it more se-  
cure and better capable of withstanding the  
shocks of the seas. To this end I form in the  
port at its middle, and to extend inward from  
35 the upper and lower parts of its rabbet, two

recesses to receive a strong cross-piece or cleat  
at its ends, such cross-piece or cleat being  
bolted to the port cover or door. The turn-  
button or bar for holding the cover in place  
is at its middle connected to the cleat. 40

In the drawings, A denotes the bow, and B  
the "lumber-port," having at and around its  
mouth the usual rabbet, *a*, to receive the door,  
cover, or closure C. It also has leading out  
and in rear of the rabbet, at its upper and low- 45  
er parts, the two recesses *b b*, to receive the  
cross-piece or cleat D, extending across the  
cover and fixed to it. This cleat at its end  
portions enters and rests within the recesses,  
and at its middle is connected by a line or 50  
other proper device, *c*, to the cross-bar E, used  
for holding the cover in place. The cleat not  
only greatly strengthens the cover or door at  
its middle, but with the sockets or recesses,  
for reception of it, the said cleat operates to 55  
there support the cover or door to great ad-  
vantage to prevent it from being stove in by  
the seas in heavy weather.

I claim—

In combination with the lumber-port and 60  
its door or cover of the hull of a navigable  
vessel, the cleat or support-piece arranged  
across the cover at or near its middle, and the  
recesses for reception of such cleat extend-  
ing back from the rabbet of the mouth of the 65  
port, all being substantially as set forth.

RUFUS BARTLETT CONDON.

Witnesses:

R. H. EDDY,  
E. B. PRATT.