

(Model.)

J. RICHARDSON.
COMBINED STERN SHEET BLOCK TRAVELER, OAR LOCK, AND CLEAT
FOR BOATS AND OTHER VESSELS.

No. 324,165.

Patented Aug. 11, 1885.

Fig. 1

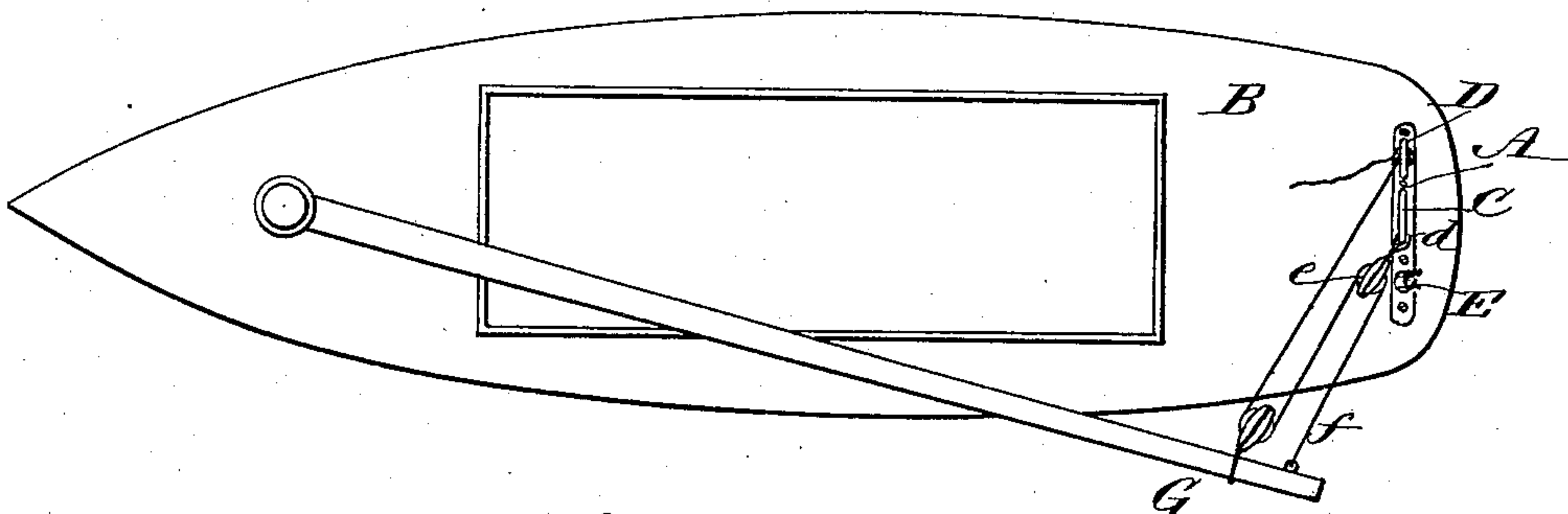


Fig. 2

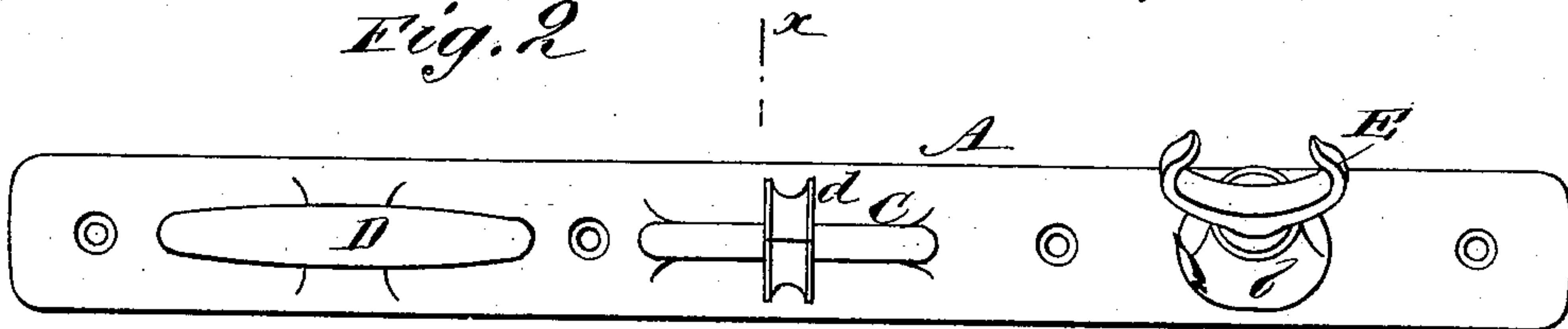


Fig. 3

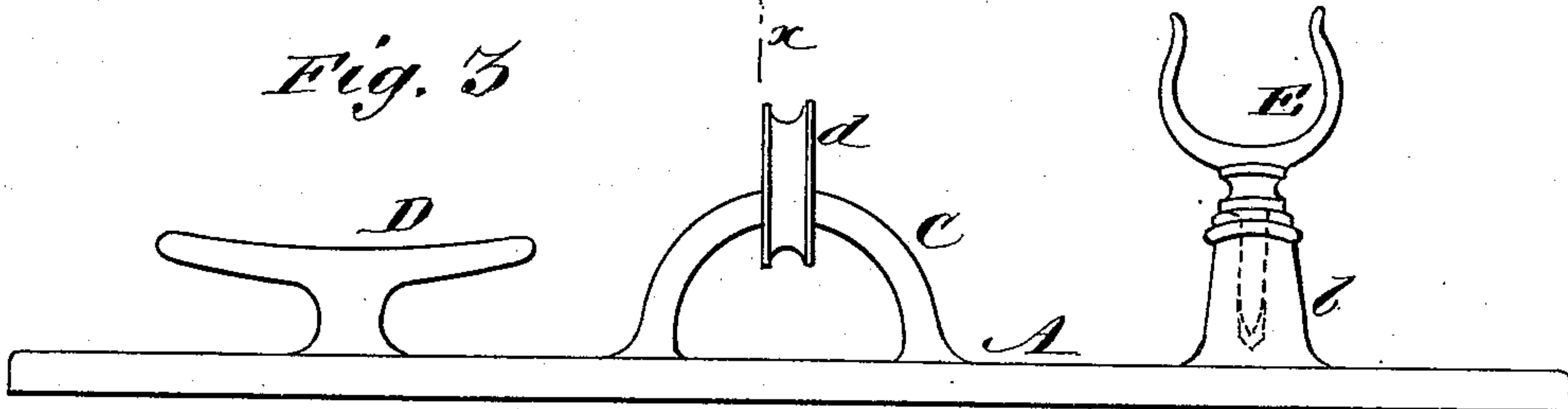


Fig. 4

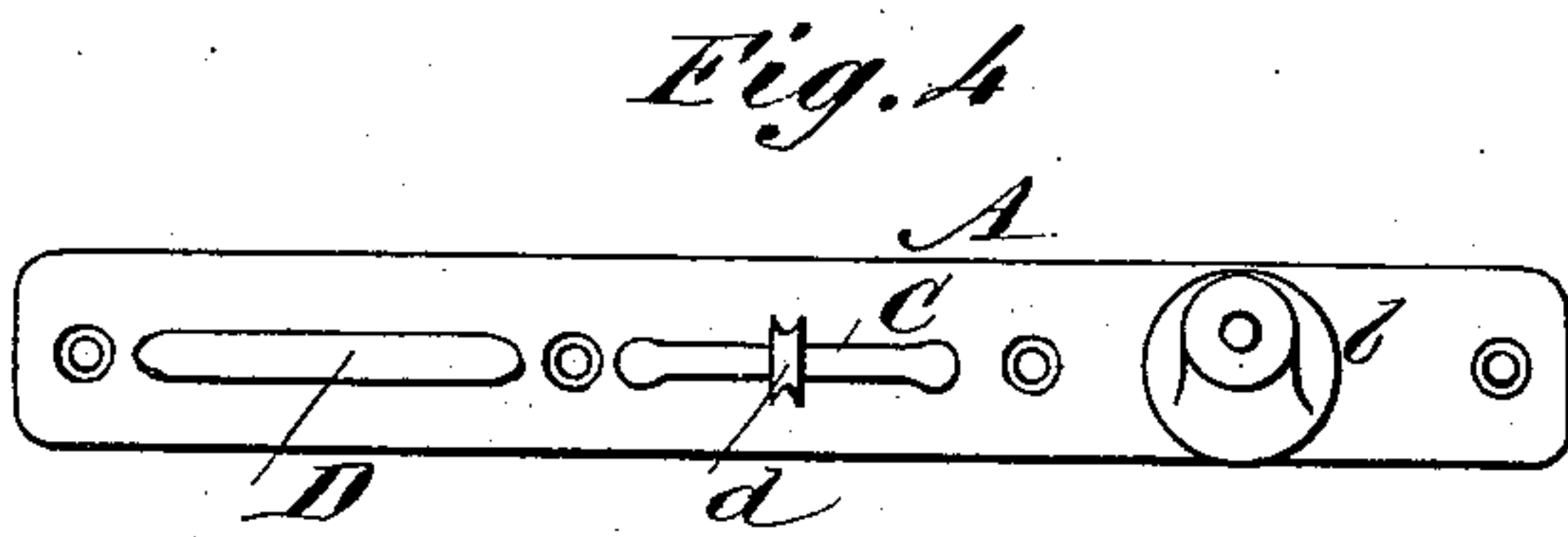


Fig. 5

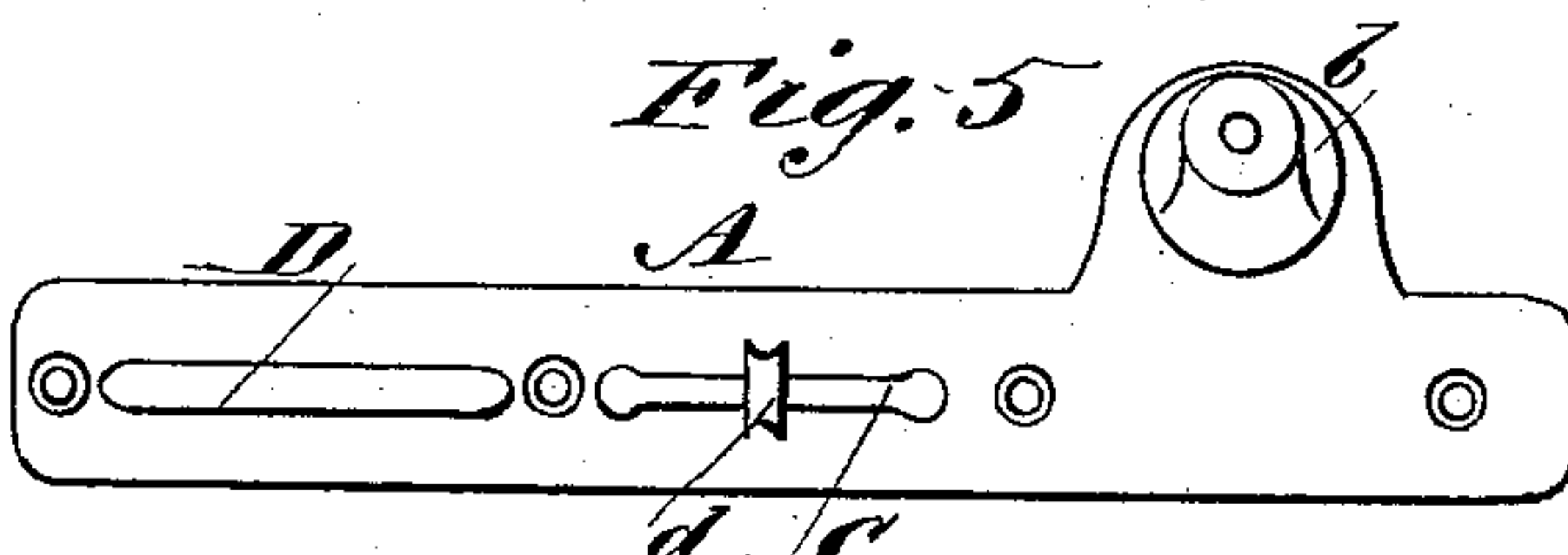


Fig. 6

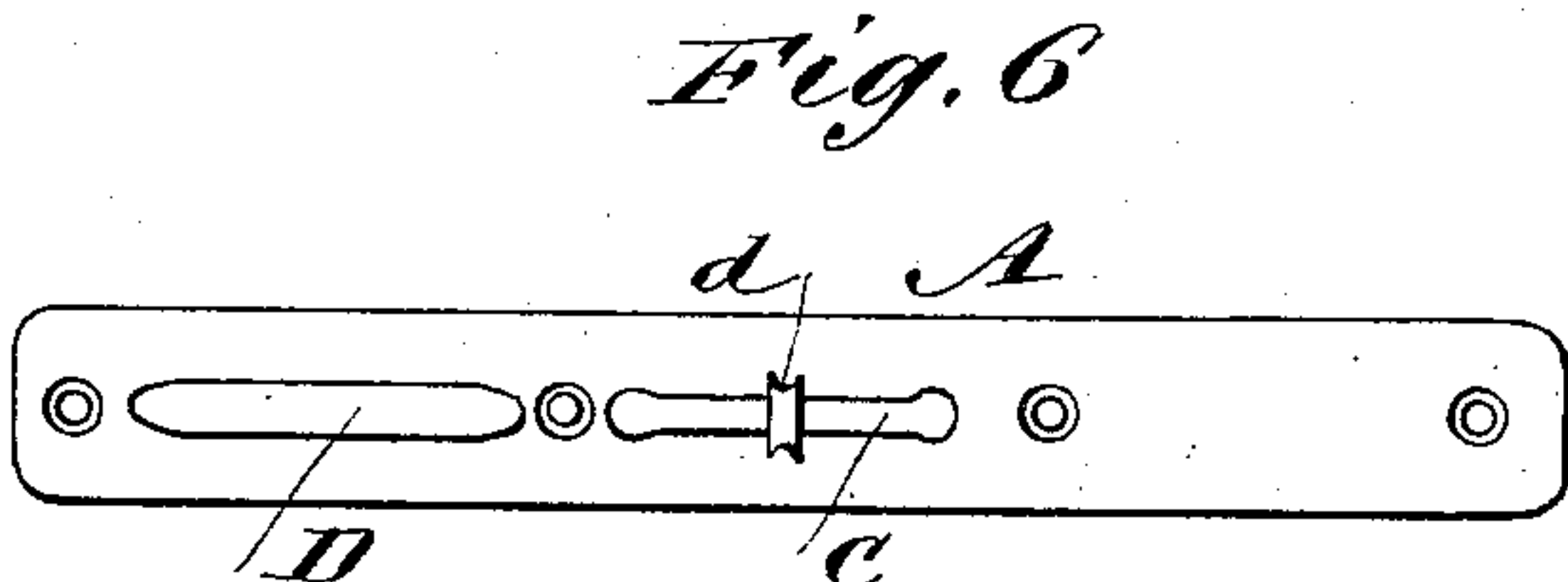


Fig. 7

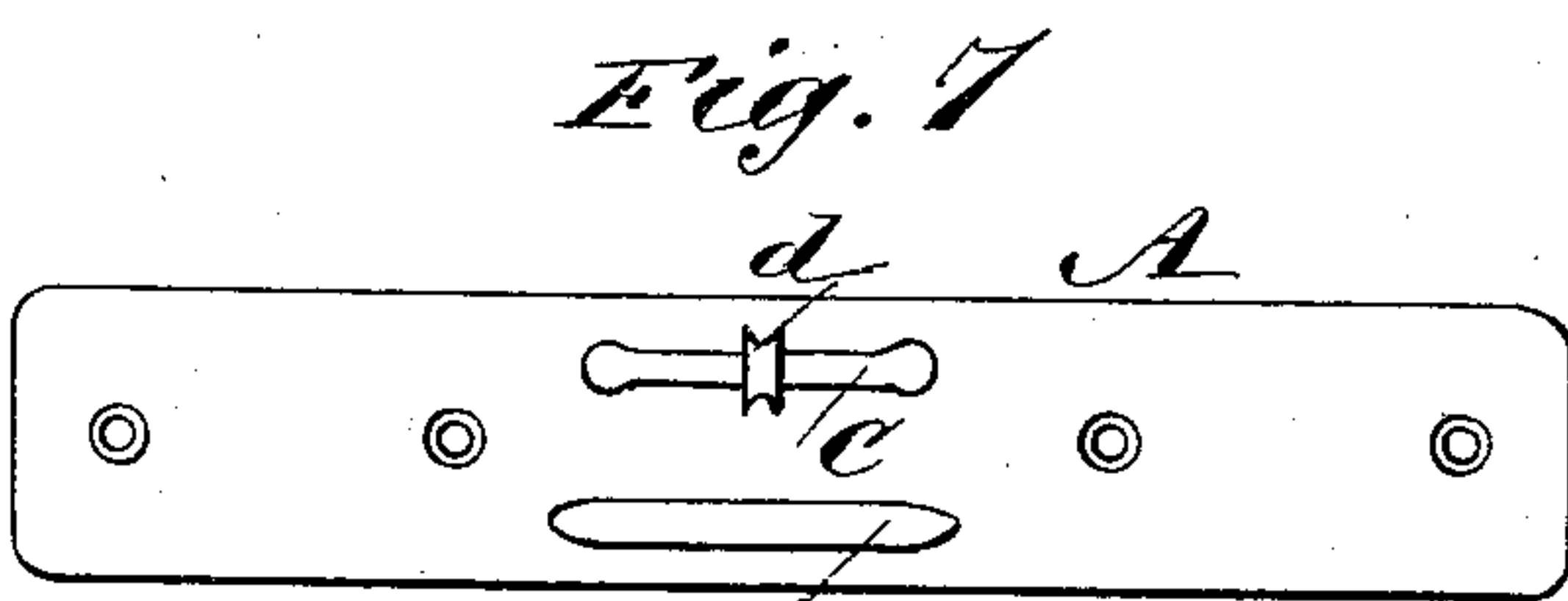
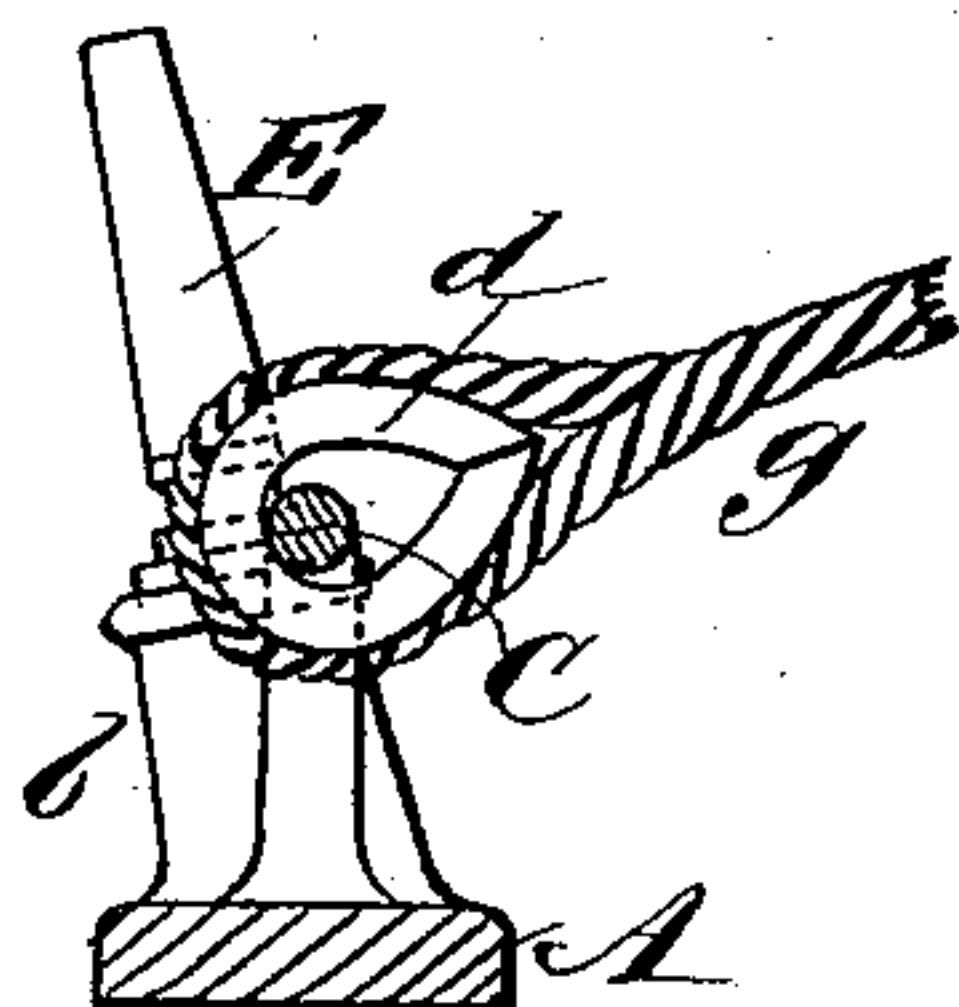


Fig. 8



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UNITED STATES PATENT OFFICE.

JOHN RICHARDSON, OF ST. MARY'S, GEORGIA.

COMBINED STERN-SHEET-BLOCK TRAVELER, OAR-LOCK, AND CLEAT FOR BOATS AND OTHER VESSELS.

SPECIFICATION forming part of Letters Patent No. 324,165, dated August 11, 1885.

Application filed December 24, 1884. (Model.)

To all whom it may concern:

Be it known that I, JOHN RICHARDSON, of Saint Mary's, in the county of Camden and State of Georgia, have invented a new and Improved Combined Stern-Sheet-Block Traveler, Oar-Lock and Cleat for Boats and other Vessels, of which the following is a full, clear, and exact description.

This invention, which may be changed to suit by omitting, adding, or modifying certain of its features, is applicable to boats or vessels of different kinds, including small sloops, sail-boats, and large schooners, and generally consists in a plate attachment designed to be arranged across the stern or rear end portion of the deck and carrying as appendages to it a stern-sheet-block traveler, an oar-lock, and a fastening-cleat for the stern-sheet, or certain of these, substantially as hereinafter described.

In order to explain the objects and nature of the invention, as applied to a sail-boat, for instance, it may be stated that under the ordinary method of making fast the sheet by a cleat on either side of the boat, the sheet must be repeatedly changed, and the purchase is so far on the side that the boat does not lie as close to the wind as she should; and, again, if the wind is light, so that the desired headway cannot be made, and supposing there to be only one man in the boat, he must leave the rudder in order to pull, and the boat comes to the wind, shakes her sail, and its help is lost. By my new attachment, however, the purchase on the boat is amidship, which makes the boat lie closer to the wind, and the sail may be trimmed and the sheet made fast to the cleat, free from all obstructions, and there is no changing of the sheet; also, when the wind becomes light, facility is afforded for shipping an oar in the oar-lock of the attachment with the operator having his face front the bow instead of his back, as in rowing, and so that by means of the oar the one man in charge can have his boat under as perfect control as is attainable by the rudder; or in moving the boat a short distance he can scull her, which is more convenient than "pulling," as with a large boat it would require two men to pull. When not required to be used, the oar-lock on the attachment can be unshipped and put away until wanted again.

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

Figure 1 represents a plan view of a boat with my improved attachment applied. Fig. 2 is a plan upon a larger scale of said attachment, and Fig. 3 a side view thereof. Fig. 4 is a plan of the attachment with the oar-lock removed from its socket, and Fig. 5 a similar view showing the socket for the oar-lock as arranged out of line with the stern-sheet-block traveler and cleat. Fig. 6 is a plan of the attachment having no oar-lock or socket therefor; and Fig. 7, a like view showing the stern-sheet-block traveler and the cleat appendages as arranged one behind or in front of the other, instead of in line with each other. Fig. 8 is a transverse section on the line *xx* in Fig. 2, showing also a rope connection for the stern-sheet block of the traveler.

Referring in the first instance to Figs. 1, 2, 3, 4, and 8 of the drawings, A is the plate attachment, secured, as shown in Fig. 1, to the deck of the boat B, partially across its stern and in a central relation with the boat.

C is the stern-sheet-block traveler appendage of arched form, mounted on the plate A in the center thereof, or crossing the longitudinal center line of the boat, and running in direction of the length of the plate.

D is the cleat for securing the stern-sheet, in the form of an appendage mounted on the plate A in line with said plate and traveler C.

E is the removable oar-lock fitted in a socket, *b*, which is mounted on the plate A in line, or thereabout with the traveler C, on the opposite side thereof to that occupied by the cleat D.

The traveler C is fitted with a loose ring or thimble, *d*, to which is attached a block, *e*, through which the stern-sheet *f* passes in going to the boom G. The block *e* may be of any desired shape, and may be connected with the traveler C by the thimble *d* and a rope lashing or connection, *g*, (shown in Fig. 8,) or said block may have an iron-strap connection with the traveler C.

The oar-lock E, which may be used either for sculling or steering, as hereinbefore described, may be removed from its socket *b* when not required for use.

Instead of the oar-lock or its socket *b* being arranged to occupy a position in line with the traveler C, it may be placed on one side of the plate A, as shown in Fig. 5; or, for schooners and larger craft, said oar-lock and socket may be altogether omitted, as shown in Figs. 6 and 7, and, if desired, the traveler C and cleat D, instead of being in the same longitudinal line with each other, may be arranged one in front of the other, as shown in Fig. 7, my invention admitting of different positions for the cleat and oar-lock relatively to the stern-sheet-block traveler, but the same in every case being midships or athwart the boat.

By the attachment of the stern-sheet-block traveler and cleat for said sheet, also where such is used, the oar-lock or its socket to one

and the same base or plate, increased facility is afforded for securing these appendages to their places.

In some cases the oar-lock, instead of being made removable by raising its stem out of the socket, may be a fixed one.

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

The plate attachment A, having mounted on it for position at the stern of the boat, as described, a stern-sheet-block traveler, C, a cleat, D, for securing said sheet, and an oar-lock, E, essentially as described.

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