

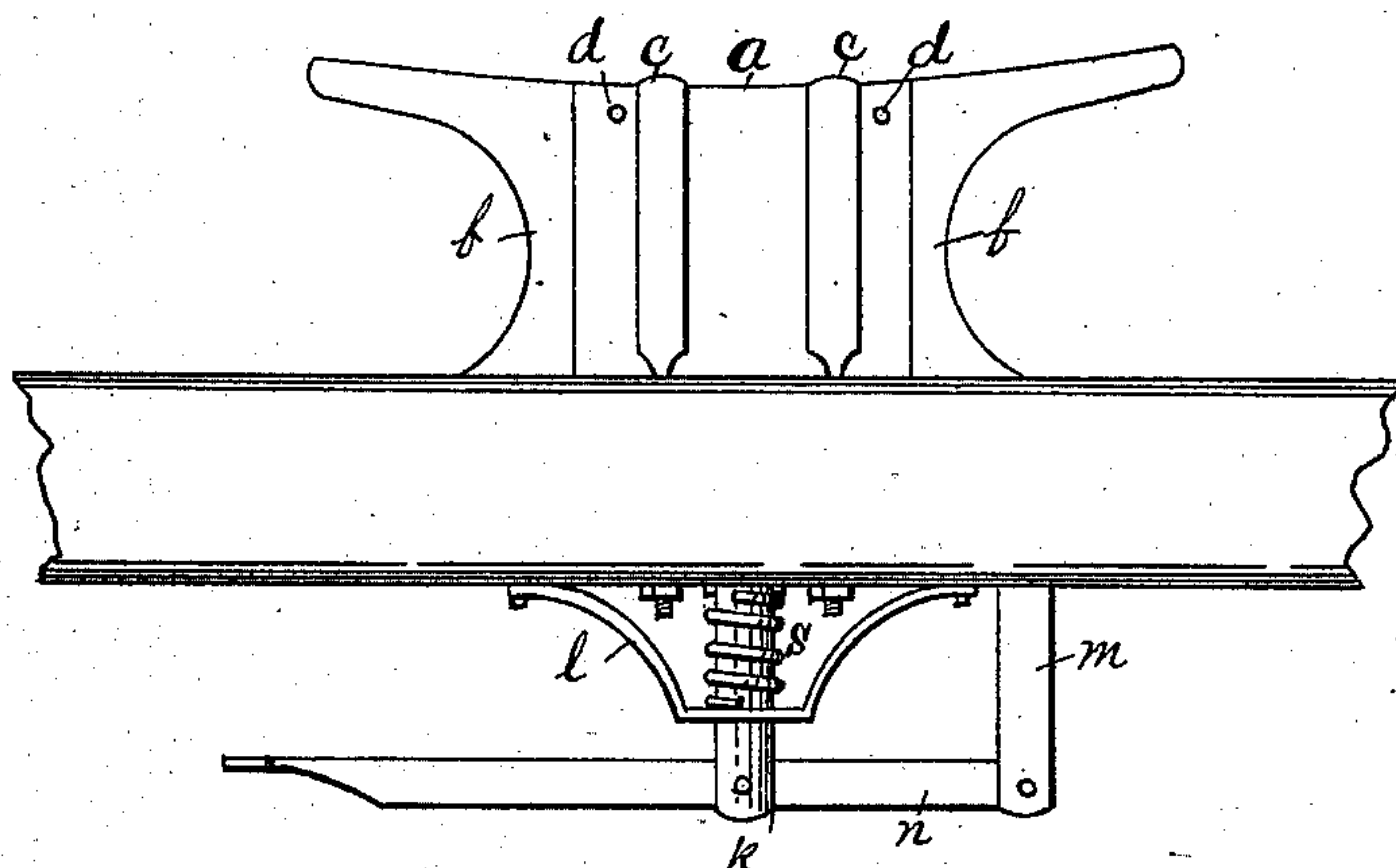
(No Model.)

H. B. NICKERSON.  
CLEAT FOR BOATS.

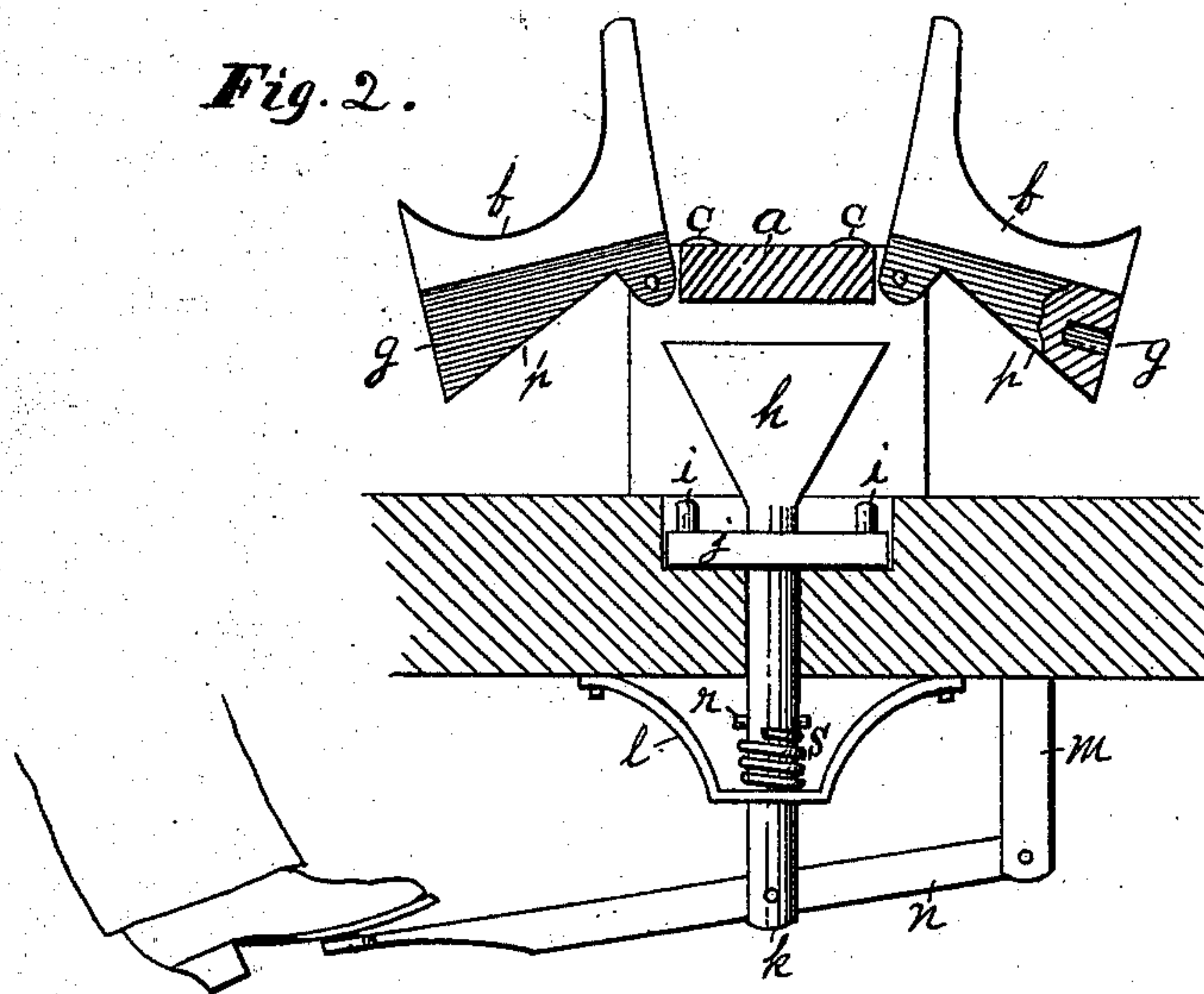
No. 413,626.

Patented Oct. 22, 1889.

*Fig. 1.*



*Fig. 2.*



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# UNITED STATES PATENT OFFICE.

HIRAM B. NICKERSON, OF NEW BEDFORD, ASSIGNOR TO GEORGE W. ELDRIDGE, OF VINEYARD HAVEN, MASSACHUSETTS.

## CLEAT FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 413,626, dated October 22, 1889.

Application filed July 20, 1889. Serial No. 318,155. (No model.)

*To all whom it may concern:*

Be it known that I, HIRAM B. NICKERSON, a citizen of the United States, residing at New Bedford, in the county of Bristol and State of Massachusetts, have invented a new and useful Improvement in Cleats for Boats, of which the following is a specification.

The object of my invention is to provide a cleat for a boat from which a line, if made fast to it, may be instantly let go by the action of the hand or foot.

It often happens in sailing that the sheet of the main-boom becomes jammed around the cleat and cannot be at once cast loose, as it is necessary should be done sometimes, when a sudden squall strikes the vessel, to prevent capsizing. In order to remedy this difficulty I have provided the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved cleat as it appears when attached to the rail of a boat. Fig. 2 is a sectional view of the same, showing its construction and operation, and showing the wings of the cleat thrown up in the position which they assume when the cleat is operated to cast loose the line, which has been made fast to it.

In Fig. 2, *a* represents the body of my improved cleat, having hinged to it the wings *b*, having the inclined surface *p*. The standard *k* is provided with the cross-bar *j*, having pins *i* projecting from its upper surface, and the head *h*, having inclined surfaces to correspond with the inclined surfaces of the wings *b*, and adapted to be contained within the body *a* of the cleat. The standard *k* is provided with the spring *s*, to operate expansively between the pin *r* and the bracket *l*. To the lower end of the standard *k* is pivoted the lever *n*, by means of which it is operated.

In Fig. 1 my improved cleat is represented as secured to the rail by means of the straps *c c*; but it may be attached by any other suitable means.

The operation of the device is as follows: When the cleat is in the position as shown in Fig. 1 and it is desired to suddenly cast loose the line which is made fast to it, the lever *n* is depressed by the foot, which action causes the pins *i* to be withdrawn from the holes *g* in the wings *b* and the inclined surfaces of the head *h* to act on the inclined surfaces of the wings *b* to throw them outward and allow the line to slip from the horns of the wings *b*. When the line is released, the wings *b* drop back into place, and, the foot being removed from the lever, the spring *s* acts to force the standard *k* upward and cause the pins *i* to again enter the holes *g* in the wings *b*.

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

A cleat for boats, consisting of the body *a*, having hinged to it the wings *b*, provided with inclined surfaces *p*, and having holes *g*, and the standard *k*, having pins *i* to engage with the holes *g*, and having the head *h*, with inclined sides adapted to bear against the inclined surfaces of the wings, and provided with a spring to retain the pins *i* in engagement with the holes *g*, and means whereby the pins *i* and head *h* are caused to release and throw out the wings in order to cast loose the line made fast to the cleat, substantially as shown and described.

HIRAM B. NICKERSON.

Witnesses:

THOS. M. JAMES,  
HENRY W. MASON.