

(No Model.)

3 Sheets—Sheet 1.

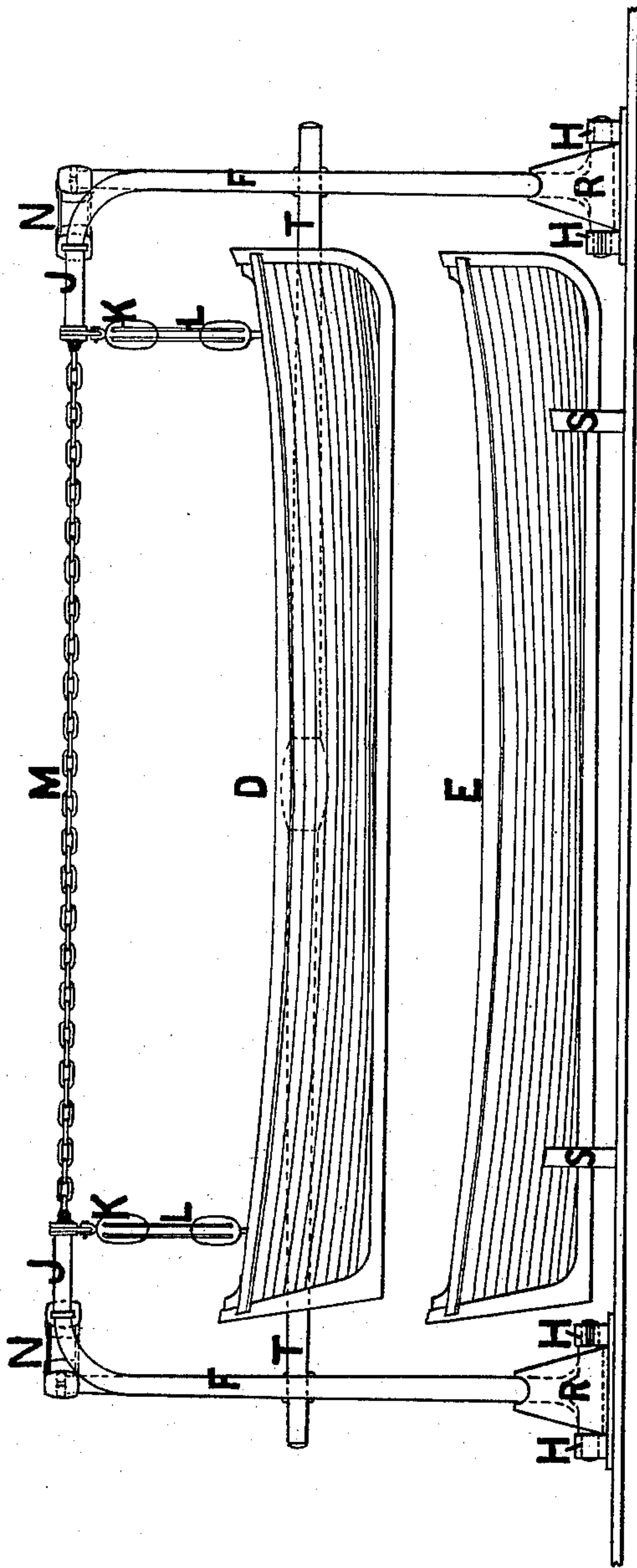
J. SAMPLE.

DAVIT FOR PUTTING OUT OR TAKING IN SHIPS' BOATS.

No. 505,779.

Patented Sept. 26, 1893.

FIG. 1.



Witnesses.

Geo. C. Frech,

Walter Allen

Inventor.

James Sample

per Pattison & Nesbit
Attys

(No Model.)

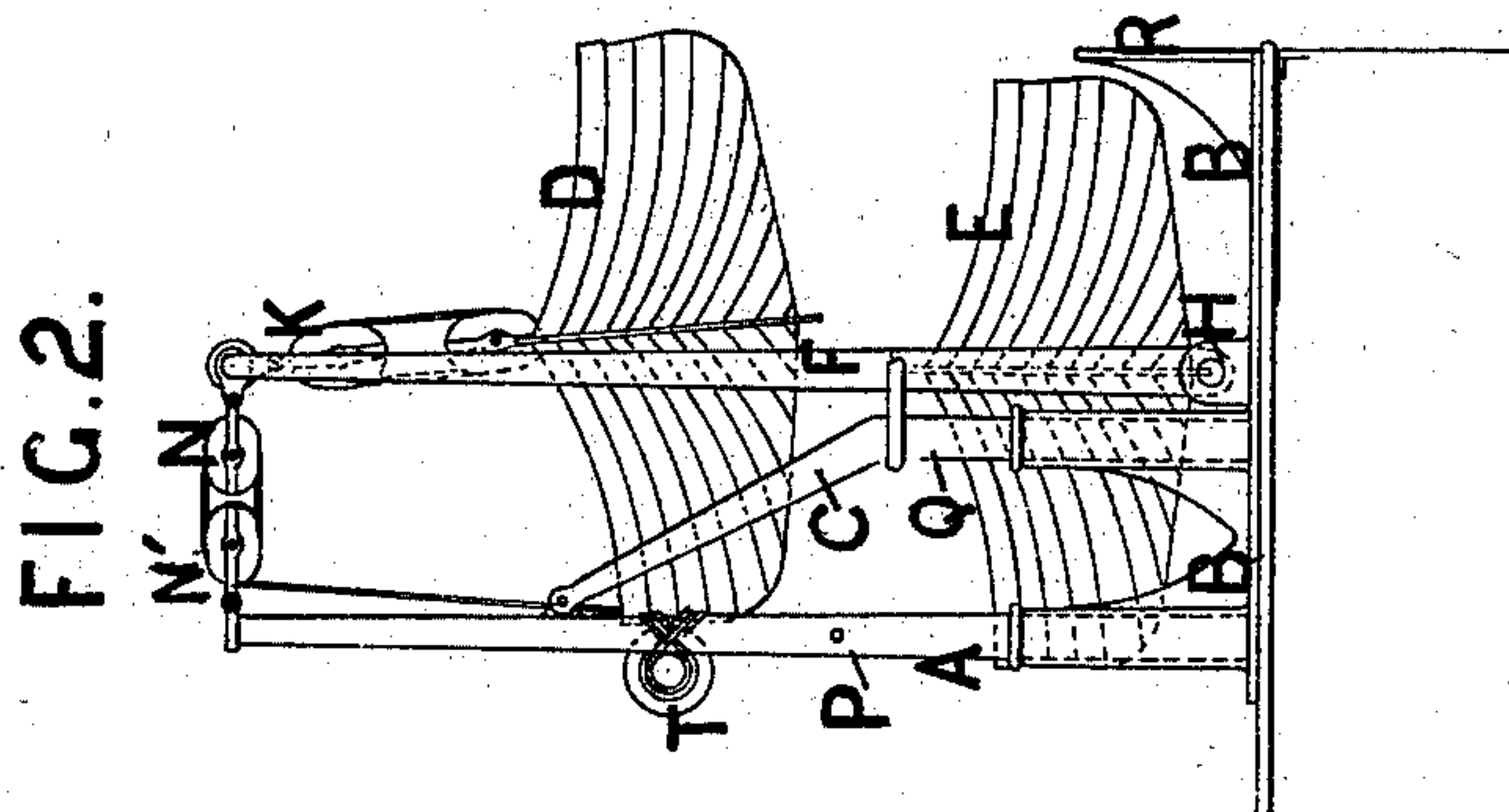
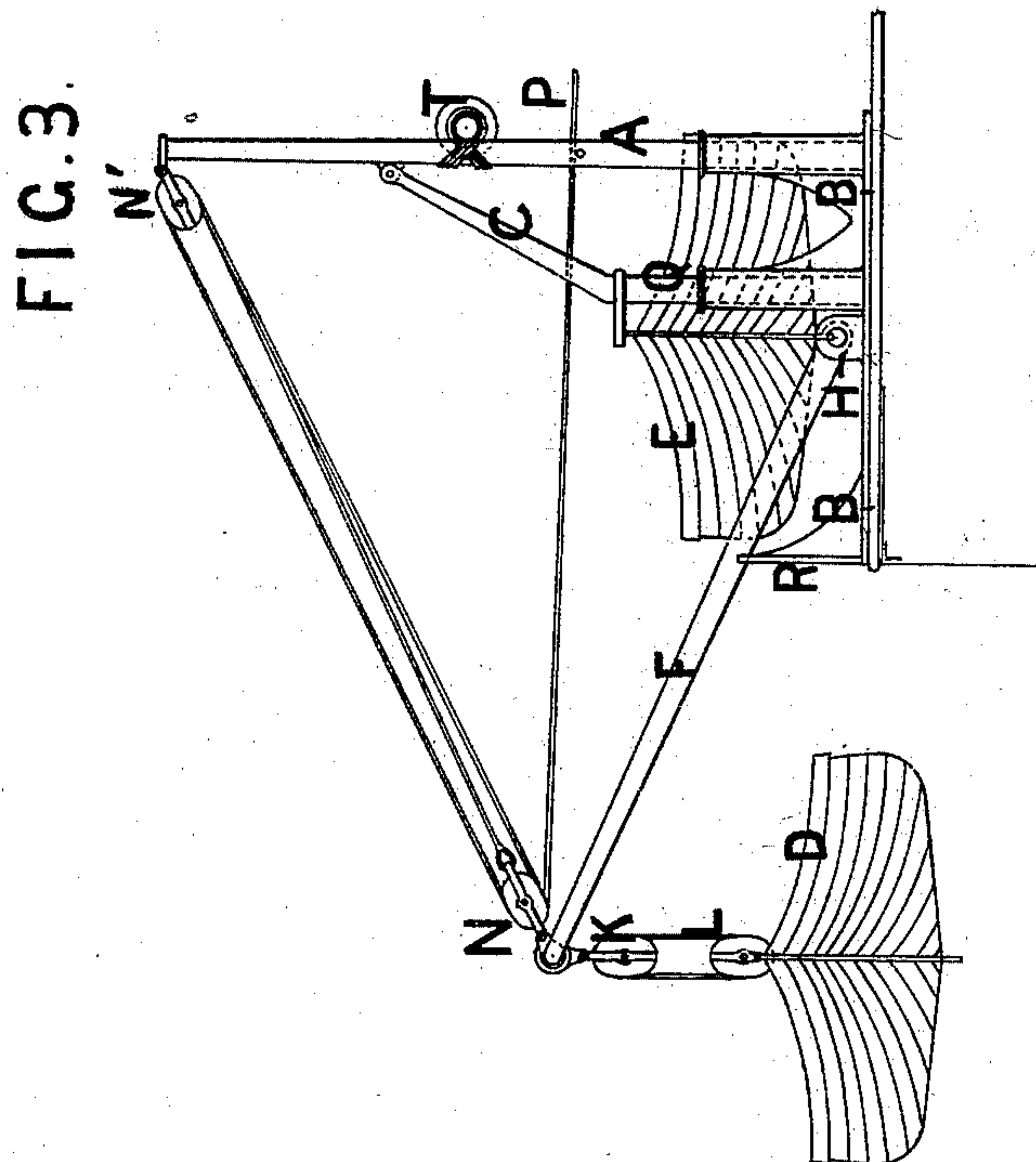
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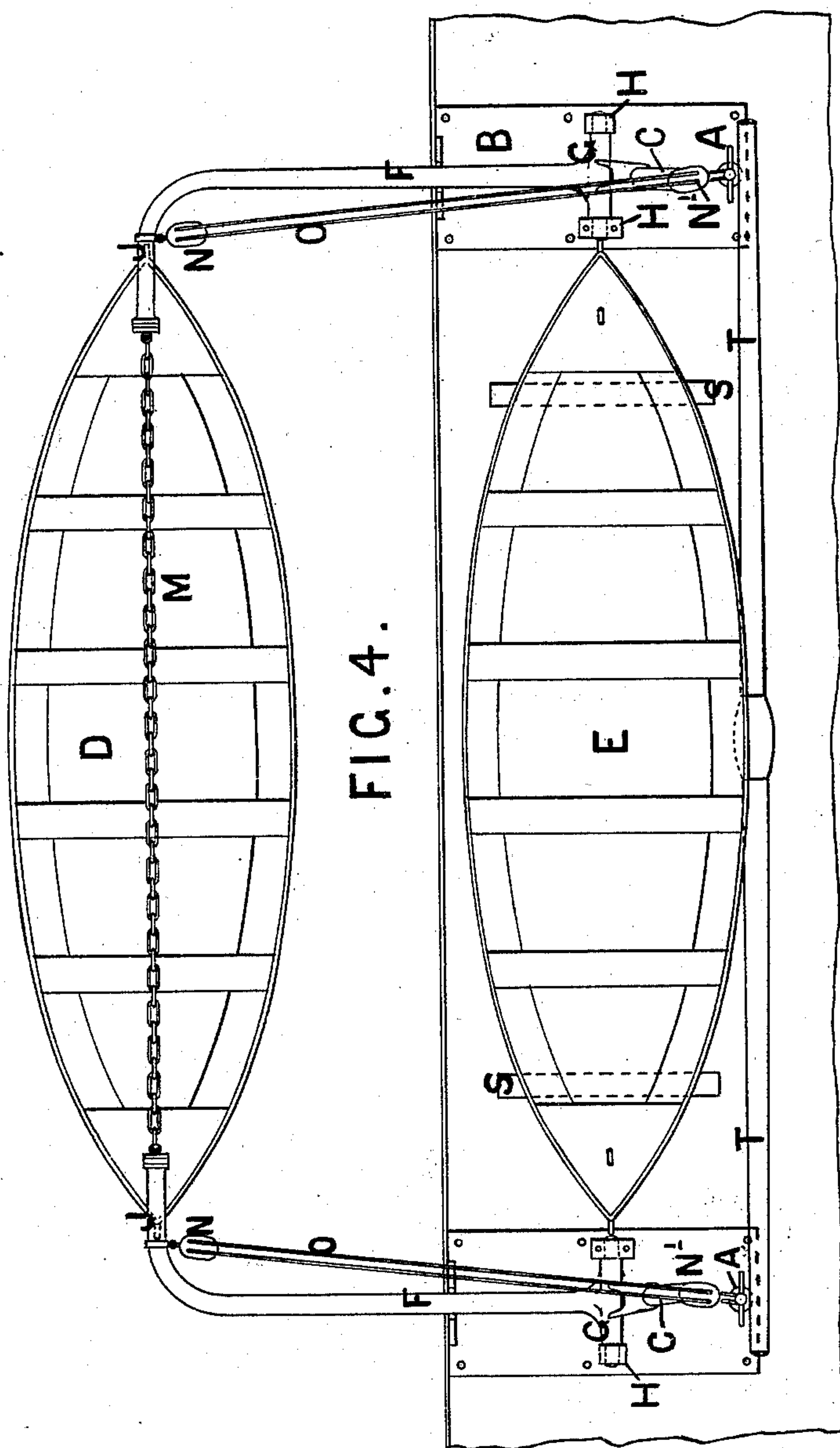
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per
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UNITED STATES PATENT OFFICE.

JAMES SAMPLE, OF WALLSEND, ENGLAND.

DAVIT FOR PUTTING OUT OR TAKING IN SHIPS' BOATS.

SPECIFICATION forming part of Letters Patent No. 505,779, dated September 26, 1893.

Application filed June 3, 1892. Serial No. 435,465. (No model.) Patented in England March 3, 1892, No. 4,222; in France May 24, 1892, No. 221,862, and in Germany May 25, 1892, No. 68,598.

To all whom it may concern:

Be it known that I, JAMES SAMPLE, a subject of the Queen of the United Kingdom of Great Britain and Ireland, residing at Industrial Terrace, Wallsend, in the county of Northumberland, England, have invented certain new and useful Improvements in Davits for Putting Out or Taking In Ships' Boats, of which the following is a specification, and for which patents have been granted in the countries of Great Britain, dated March 3, 1892, No. 4,222; Germany, dated May 25, 1892, No. 68,598, and France, dated May 24, 1892, No. 221,862.

The present requirements as to boat accommodation necessitates, especially in large vessels carrying passengers, a great number of boats being provided the side space occupied by which, with the ordinary "davits" takes up a very large portion of the vessel and the object of my invention is to economize this space by an arrangement by which two boats of the ordinary life-boat type can be put out or taken in by one pair of "davits."

On the accompanying three sheets of drawings, I illustrate my invention as I propose to carry it into practical application, Figure 1 (Sheet 1) showing a side elevation, looking toward the ship, of a pair of "davits" with two boats housed and secured inboard. Fig. 2 (Sheet 2) shows an end elevation of the same and Fig. 3 (Sheet 2) shows an end elevation of the "davits" swung outboard, with the upper boat quite clear of the ship's side and ready for lowering; the lower boat remaining in the chocks on deck. Fig. 4 (Sheet 3) is a plan of the "davits" and boats corresponding to the position shown by Fig. 3.

The "davits" consist of two upright "stanchions" A A, Figs. 2, 3 and 4, secured to the deck in socket-plates B B and further stiffened by stays C C, the fore and aft distance between them being a little more than the length of the boats D and E, to allow them to come quite "inboard," and the height sufficient to accommodate the two boats one above the other. The swinging arms F F of the "davits" are placed the same distance apart and their lower ends form (or may be inserted into) "trunnion" pieces G G, the "journals" of which work in bearings H H on the

socket plates B B. Near their upper ends these arms F F are bent toward each other and from the bent ends J J are suspended the blocks K K to which the boats are attached, the object of so bending them being to get a fair-lead of the tackles L L, to the disengaging hooks or other gear in the boat.

The bent heads of the "davits" may be connected fore and aft by a chain M or by a tie rod to give them stability in that direction. The swinging arms F F are fitted with blocks N N from which tackles O O lead to similar blocks N', N', on the heads of the upright stanchions A A, and the ends of the tackles are made fast to cleats P P.

When the swinging arms F F are "inboard" they are vertical, or nearly so, and rest in recessed parts of the frames Q Q as a support in which they may be secured, when not in use, by a strap or clasp. When "inboard" the lower boat rests in "chocks" S S on the deck and the upper boat hangs clear of it above in the tackles from the "davits" arms.

A spar T, called a "gripping" or "lashing" spar, is carried along behind the upright "stanchions" A A to which it forms a fore and aft stay and the upper boat, when "inboard," may be secured by lashing it to this spar against which it rests see Figs. 1 and 2.

In putting out the boats the "davits" swing "outboard" with the upper boat, being quite clear of the lower one, until the arms F F rest in brackets R R formed on the deck plates B B at the bulwarks when the boat is lowered into the water and disengaged either by hand or by automatic gear and the "davits" then return and lift out the lower boat. The lifting in of the boats is effected in the same manner the first boat lifted being placed in the "chocks" on deck.

Although I prefer to use ordinary blocks and tackle for swinging out, and for lowering and raising the boats, as being more reliable and, in the hands of sailors, more easily worked, some mechanical means may be readily adopted, with or without blocks and tackle such as a "winch" worked by hand or power.

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

1. A davit comprising arms pivoted at a

point inside of the edge of the deck about
equal to one-half of the width of the boat
to be raised, the free ends of said arms
bent inward, stanchions inside of the pivotal
5 point of said arms about one-half the width
of the boat, a lashing spar connecting the said
stanchions, and an operating mechanism, sub-
stantially as shown and described.

2. A davit comprising swinging arms hav-
10 ing their free ends bent toward each other,
stanchions placed a suitable distance inside
of said arms, stays C at the outer side of the
stanchions for bracing said stanchions, and a

block and tackle mechanism connecting the
ends of the arms and the stanchions, sub- 15
stantially as specified.

JAMES SAMPLE.

Witnesses:

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