

(No Model.)

F. BLANDING.
BOAT DETACHING APPARATUS.

No. 526,989.

Patented Oct. 2, 1894.

Fig. 1.

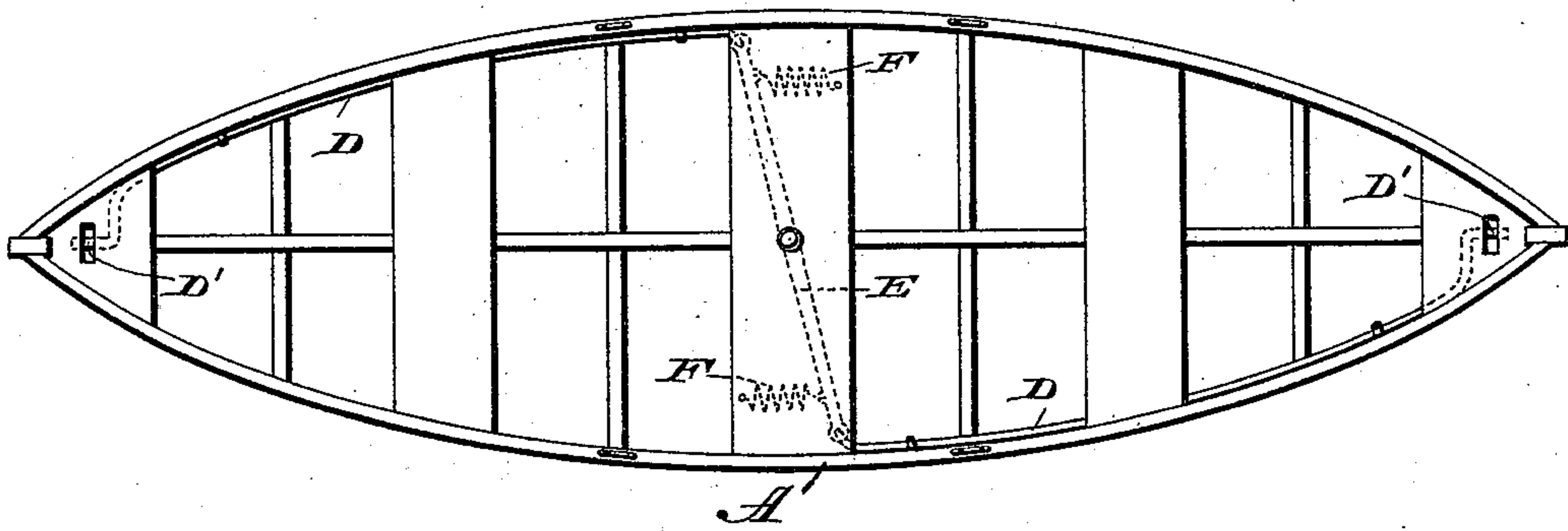
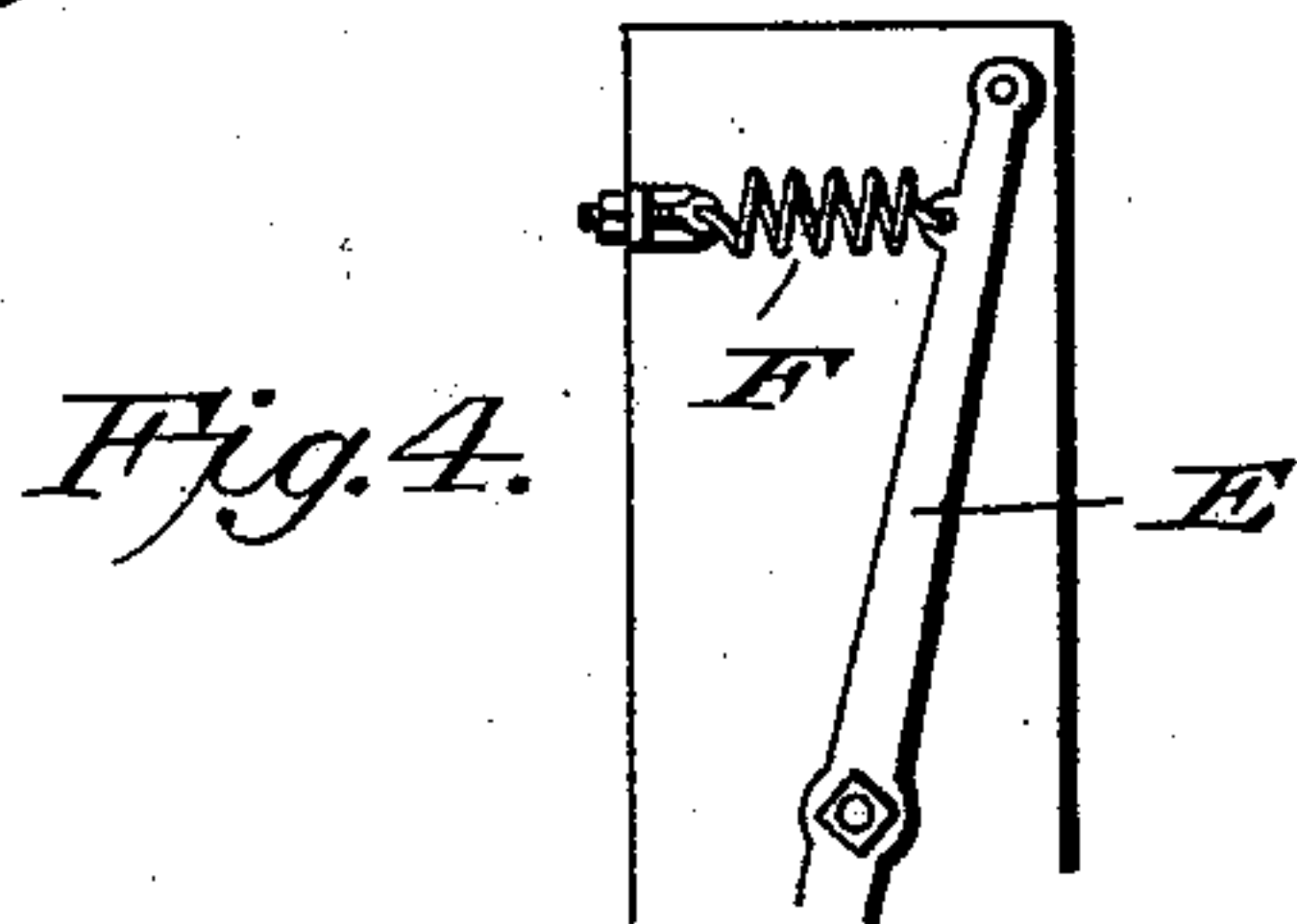
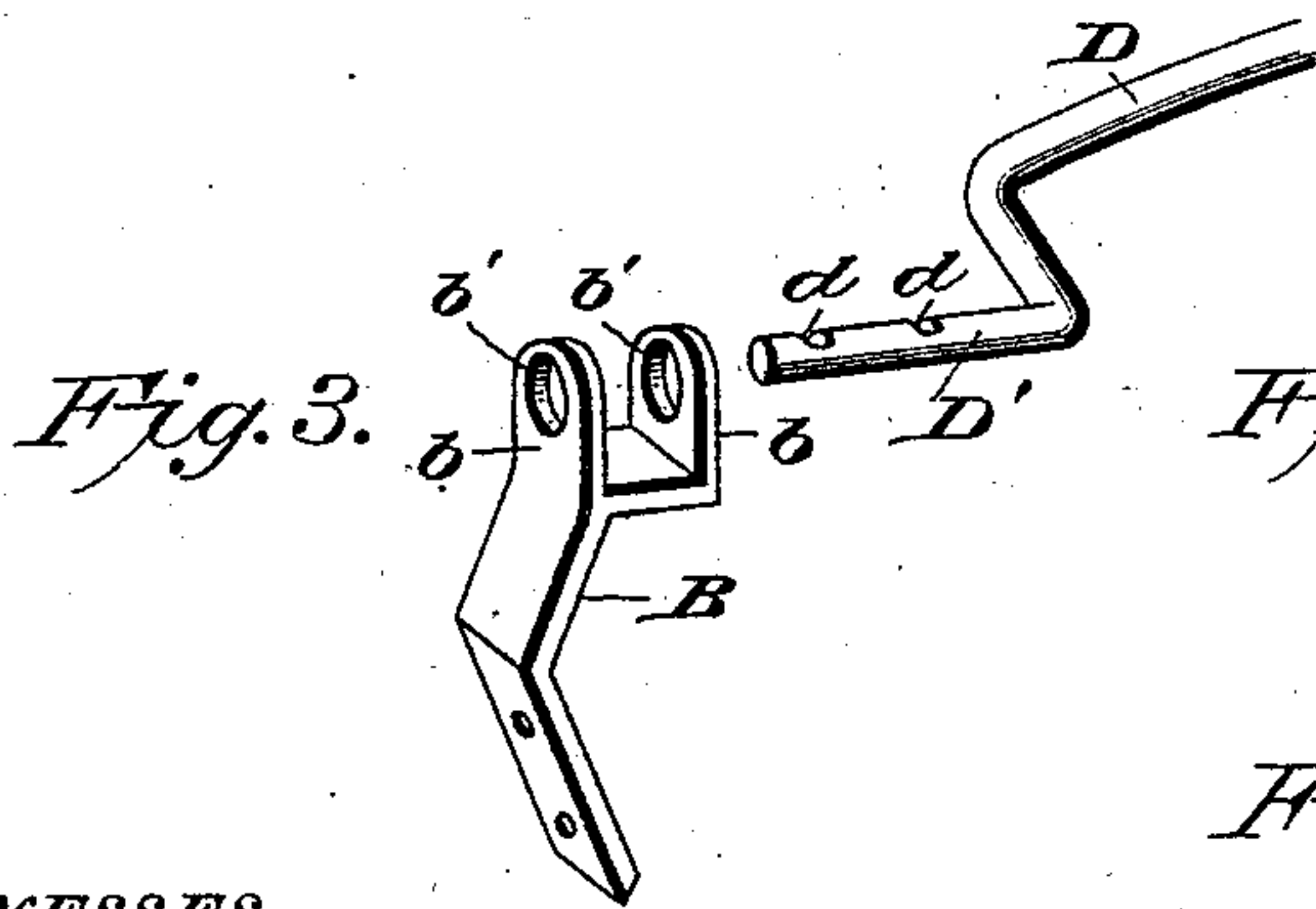
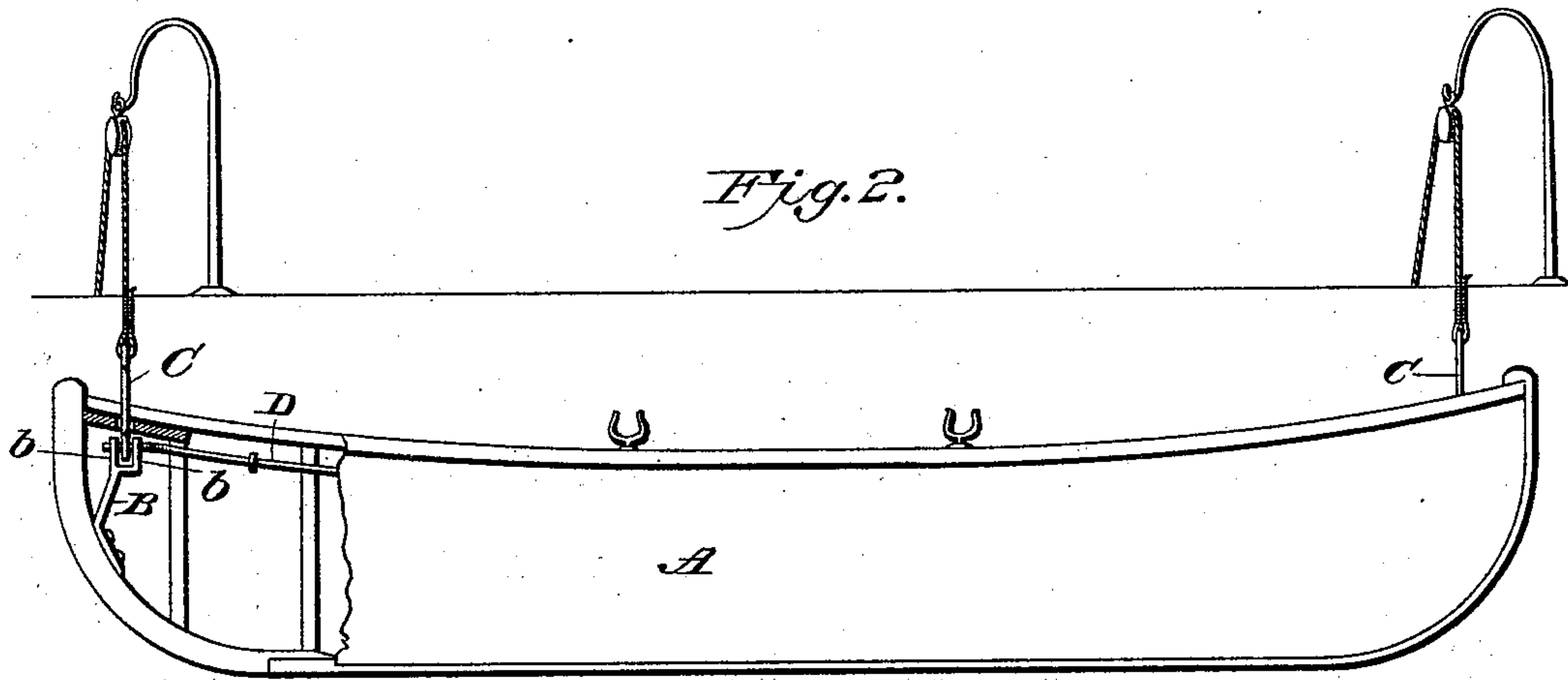


Fig. 2.



WITNESSES
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BOAT-DETACHING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 526,989, dated October 2, 1894.

Application filed October 12, 1893. Serial No. 487,918. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS BLANDING, a citizen of the United States of America, residing at Putnam, in the county of Windham and State of Connecticut, have invented certain new and useful Improvements in Boat-Detaching Apparatus; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide means for releasing a boat automatically from the lowering tackle when the weight of the boat is removed therefrom by its buoyancy upon the water; and it consists in providing the boat with rods which are spring actuated in one direction and the ends of which are adapted to engage with fixtures attached to the boat and with eyes or loops carried by the hoisting and lowering tackle, so that when the boat is lowered upon the water the rods will be automatically disengaged from the eyes or loops and release the boat therefrom, as will be hereinafter fully set forth and specifically pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a plan view. Fig. 2 is a side elevation partly broken away, and Figs. 3 and 4 are detail views.

A designates a boat which is of the usual construction and is provided at the bow and stern with fixtures B, which are rigidly attached thereto, said fixtures having upwardly projecting lugs *b* with apertures *b'* through which the rods D D which engage with the eyes or loops C pass. The ends of the rods D are provided with notches *d d* which are adapted to be engaged by the upper part of the lugs *b*, so that when the eyes or loops C are placed between the lugs and the rods passed through the same the weight of the boat being suspended from said eyes or loops will draw the ends of the rods against the lugs which will enter the notches and form an efficient lock to prevent accidental disengagement of the parts. The rods D are bent so that the outer ends *D'* will be on a line with the keelson while the remaining portion

follows the line of the gunwale, the inner ends being connected to each other by a lever E which may be pivoted to the center of one of the seats. To the under side of the seat and to the lever E on each side of its pivot are attached springs F and means, as a bolt and nut, for adjusting the tension of the springs upon the lever.

In operation the lever E is normally held so that the ends *D'* of the rods D will be retracted, and when it is desired to connect the boat to the hoisting and lowering tackle the eyes or loops C are placed between the lugs of the fixtures B and the rods D drawn upon to cause the ends *D'* thereof to pass through the lugs and loops, and when the tackle is drawn upon the notches in the rods will be engaged by the lugs and the parts will be locked in this position so long as there is a pull upon said rods. When it is desired to launch the boat the same is lowered and as soon as it reaches the water the pull upon the ends of the rods will be released and the springs will then act to retract said rods and thus free the boat from the lowering means. It will be noticed that the rods D D act in unison so that both will be released simultaneously.

I am aware that prior to my invention it has been proposed to provide launching devices with rods which are attached to the boat and extend fore and aft so that the ends thereof will engage with the hoisting and lower tackle, said rods being adapted to be operated manually to project or retract the same to engage or disengage the hoisting and lowering tackle. My device is distinguished from such construction in that it is automatic in action, which is a very desirable feature as the majority of accidents occur in lowering boats from the sides of vessels by reason of the boats not being disconnected from the lowering tackle at the proper moment.

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

1. In a releasing mechanism for launching boats, the combination with the hoisting and lowering tackle, of fixtures B B having apertured lugs between which the eyes or loops of the hoisting and lowering tackle are adapted to be placed, rods D D having end portions

of smaller diameter than the apertures in the lugs and notches or recesses $d\ d$ in the upper side of the end portions $D' D'$ of the rods which are adapted to be engaged by the lugs
5 when the boat is suspended by the tackle, said rods $D D$ extending from the fixtures along the under side of the gunwales of the boat to a central thwart, a lever E pivoted to the under side of the thwart, and springs con-
10 nected to said lever and to the thwart, substantially as shown and for the purpose set forth.

2. In a device for launching boats, a boat having guides attached to the opposite sides
15 and ends thereof adjacent to the gunwales, rods $D D$ carried by said guides and bent to conform to the shape of the boat, the ends adjacent to the bow and stern being bent to lie on a line with the keel or longitudinal cen-
20 ter of the boat and engage with fixtures $B B$,

having upwardly projecting portions $b\ b$ with apertures $b' b'$; the end portions $D' D'$ of the curved rods having notches $d\ d$ in their upper surfaces; a cross-bar E pivoted to a central thwart or seat, and springs $F F$ which
25 draw upon the cross-bar so as to hold the rods $D D$ normally out of engagement with the fixtures $B B$, in combination, with the hoisting and lowering tackle, substantially as shown, whereby the weight of the boat when
30 supported by the hoisting and lowering tackle will hold the rods in locked engagement with the fixtures $B B$, for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

FRANCIS BLANDING.

Witnesses:

A. C. BAKER,
S. H. SEWARD.