

(No Model.)

J. E. WALSH.
FLOATING DERRICK.

No. 537,874.

Patented Apr. 23, 1895.

Fig. 1.

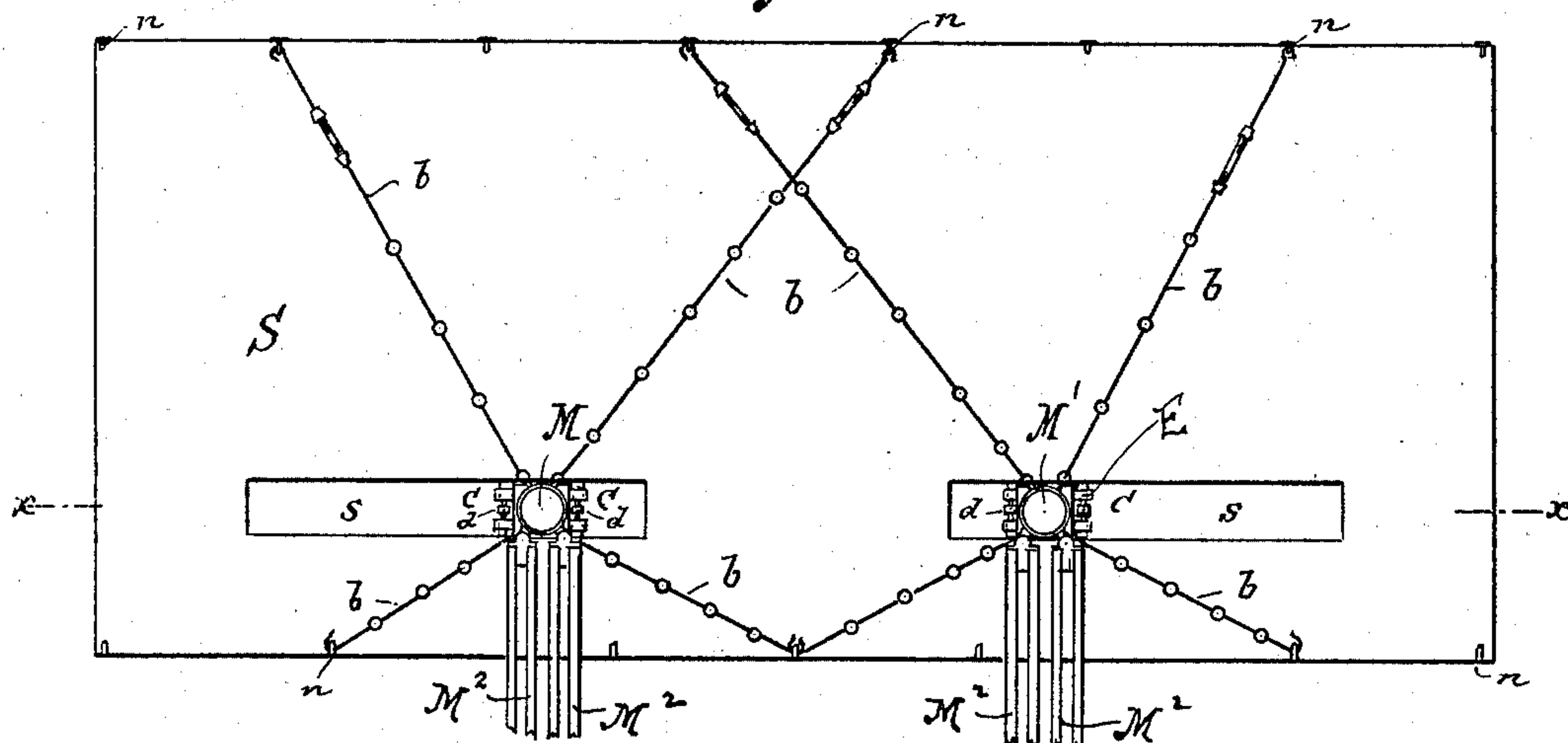


Fig. 2.

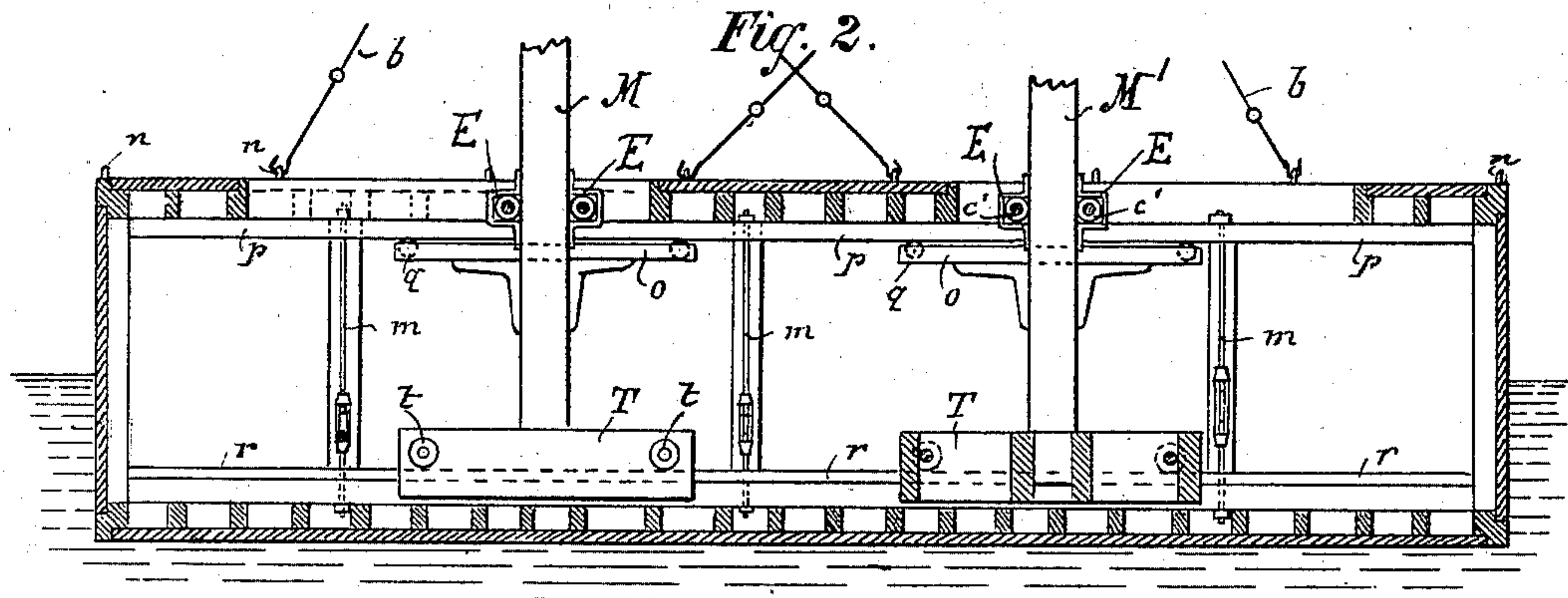


Fig. 4.

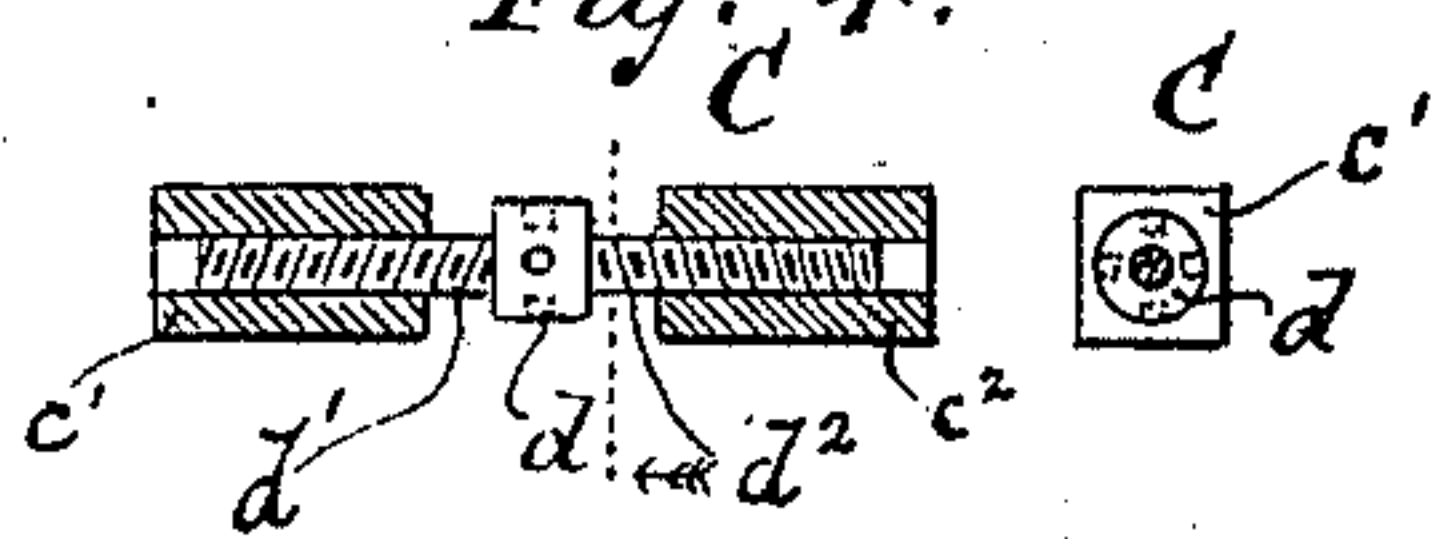
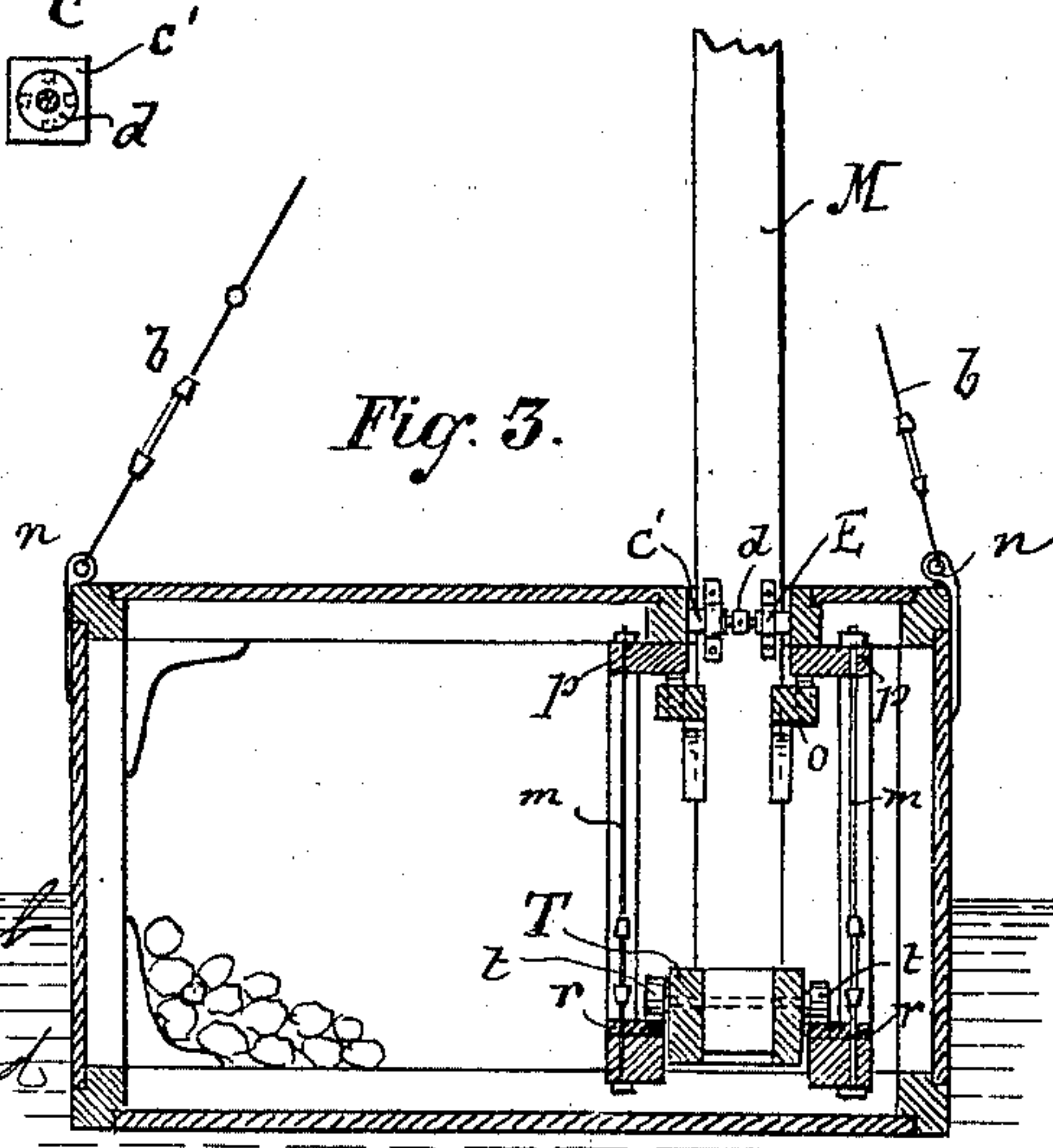


Fig. 3.



Witnesses:

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per Charles Raettig
his Attorney

UNITED STATES PATENT OFFICE.

JOHN E. WALSH, OF NEW YORK, N. Y., ASSIGNOR TO MARY A. WALSH, OF
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FLOATING DERRICK.

SPECIFICATION forming part of Letters Patent No. 537,874, dated April 23, 1895.

Application filed November 17, 1894. Serial No. 529,145. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. WALSH, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Floating Der-

rick, of which the following is a specification. My invention relates to improvements in floating derricks, and the object of my invention is to provide a floating derrick having two or more masts, by means of which vessels and steamboats can be loaded and unloaded with dispatch, and which can be adjusted in such a manner that each mast fronts a hatch of the vessel to be loaded, and permits the simultaneous loading or unloading from two or more hatches of a vessel.

In the accompanying drawings, Figure 1, is a plan view of the floating derrick. Fig. 2, is a longitudinal section through Fig. 1 on the line xx . Fig. 3, is a transverse section through the floating derrick. Fig. 4, is a longitudinal section and transverse section of a clamp employed in steadying a mast after it has been adjusted.

A covered scow S , is provided with two or more long slots s , in its deck, each slot holding a mast M , the foot of which is entered into a pocket in a heavy truck T , guided on wheels t , upon two rails r , running parallel to the slots s , one at each side of the truck, preferably through the entire length of the scow and firmly secured to the keelsons of the scow, while above the rails r and parallel thereto are arranged two rails p , under the deck beams, which engage with guide rollers q , on braces o , which are firmly secured to the mast, which braces serve to steady the mast when moved in the slot and along the bottom rails r . Each mast M carries preferably two booms M^2 .

Both rails r , and p , are connected with each other, and firmly secured in their relative positions by means of tie-rods m , connecting the corresponding rails r and p at each side.

At both sides of the scow S , are mounted strong eyes or ring bolts n , at regular intervals, which serve to receive the hooks or shackles at the end of the braces or stays b , holding the masts. These stays b , are provided with turn-buckles, to facilitate the shifting of the stays from one position to another. At each

side of a mast in the height of the floor-beams, is mounted a clamp C , shown in detail on a larger scale in Fig. 4 of the drawings, which is slightly shorter when drawn in, than the width of a slot s , and which can be tightened by turning a central screw head d , whenever a mast is to be held in a certain position. This clamp C consists preferably of two shafts d' and d^2 extending upon a common axle in opposite directions from a central screw head d . One of these shafts is provided with right hand screw thread, while the other is provided with left hand screw thread and long square nuts c' c^2 (shown in section in Fig. 4) are screwed upon the outer ends of the shafts d' d^2 and left projecting slightly beyond the ends of their respective shafts. The nuts c' c^2 again are guided and prevented from turning by stirrups E secured to the masts in positions shown in Figs. 1, 2 and 3. It is evident that the turning of a nut d with its connections d' d^2 in one direction will draw the nuts c' c^2 together, while turning the nut in the opposite direction will throw the nuts outward and cause the clamp C to press against the sides of a slot s .

The masts are preferably located near one side of a scow, as shown in the drawings which illustrate two masts rigged upon a scow, and ballast is placed in the opposite side to counterbalance their weight. In place of the rollers t and q , sliding blocks may be employed.

The operation is then as follows: The scow S , is secured alongside a vessel in such a position that one of the masts M , on the scow is placed centrally in front of a hatch of said vessel. The clamps C , on the other mast M' are then disengaged by turning the head d , and the stays at one side of the second mast are disengaged from their fastenings. The second mast M' is now free to be slid in its slot s , by means of crowbars or hoisting tackle, until it arrives opposite a second hatch of the vessel to be unloaded. The clamps C , on M' are now tightened again and the ends of the stays b , secured to the suitable ringbolts n , at the sides of the scow, and then tightened by means of the turn buckles; when the machine is ready for work.

Having thus described my invention, I claim—

In a floating derrick, a scow having two slots
provided in its deck, two masts in said slots
in an upright position, and means for adjust-
ing and securing the same upon said scow in
5 different positions, as and for the purposes
herein shown and described.

Signed at New York, in the county of New

York and State of New York, this 16th day of
November, A. D. 1894.

JOHN E. WALSH.

Witnesses:

ARTHUR M. WIENER,
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