

No. 612,740.

Patented Oct. 18, 1898.

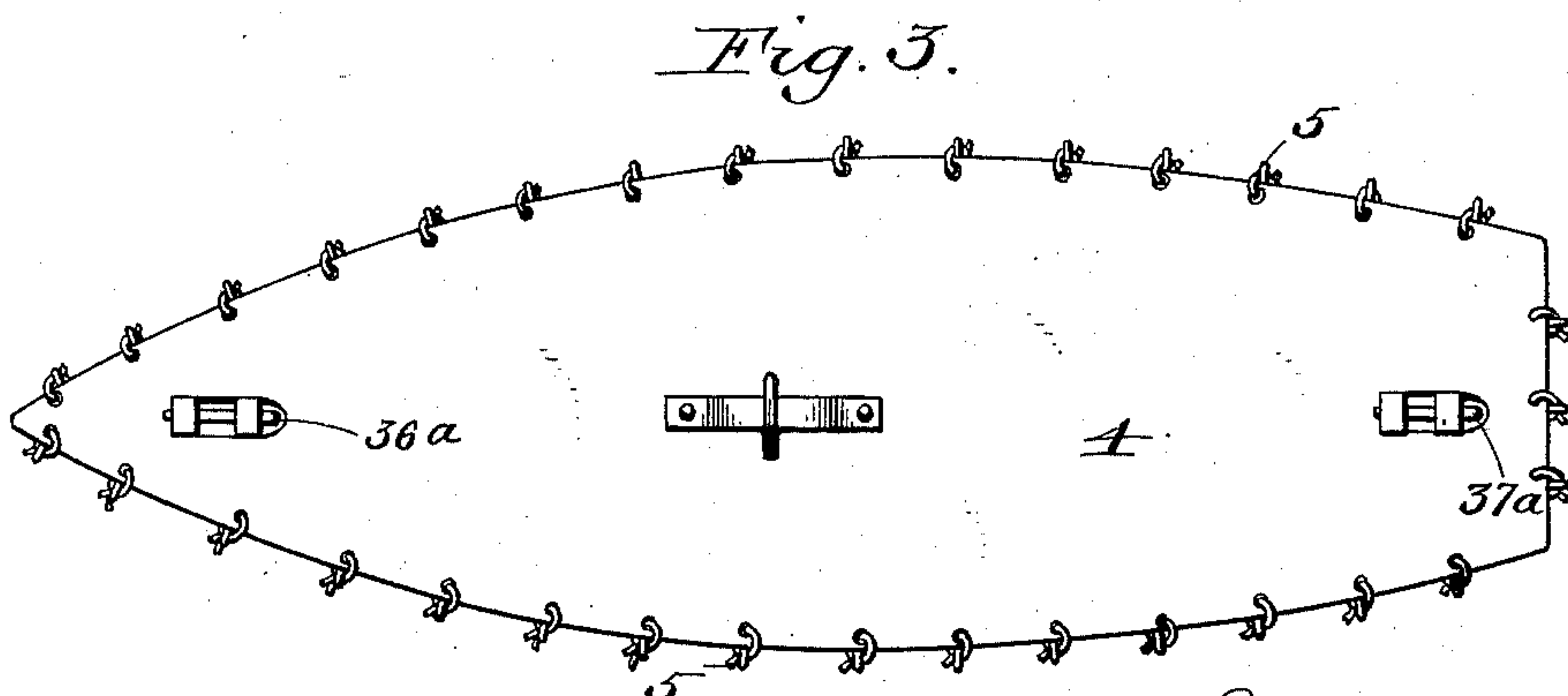
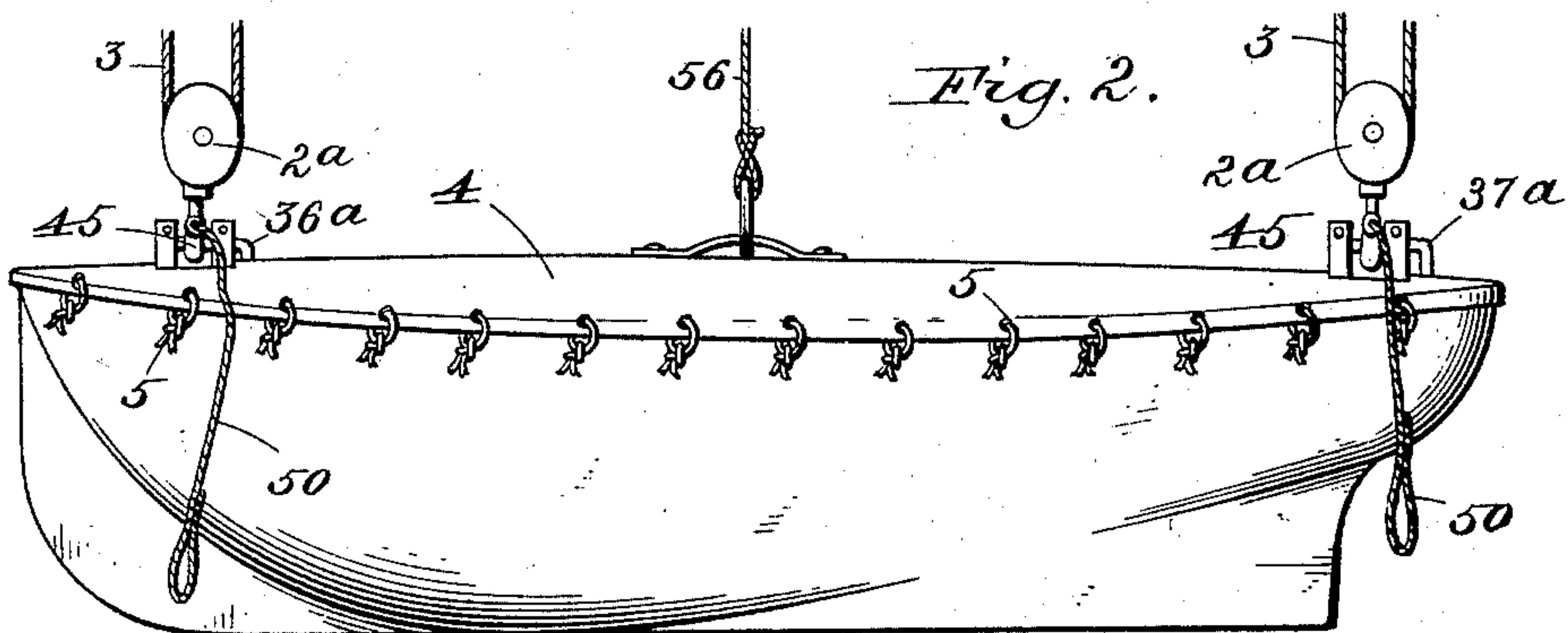
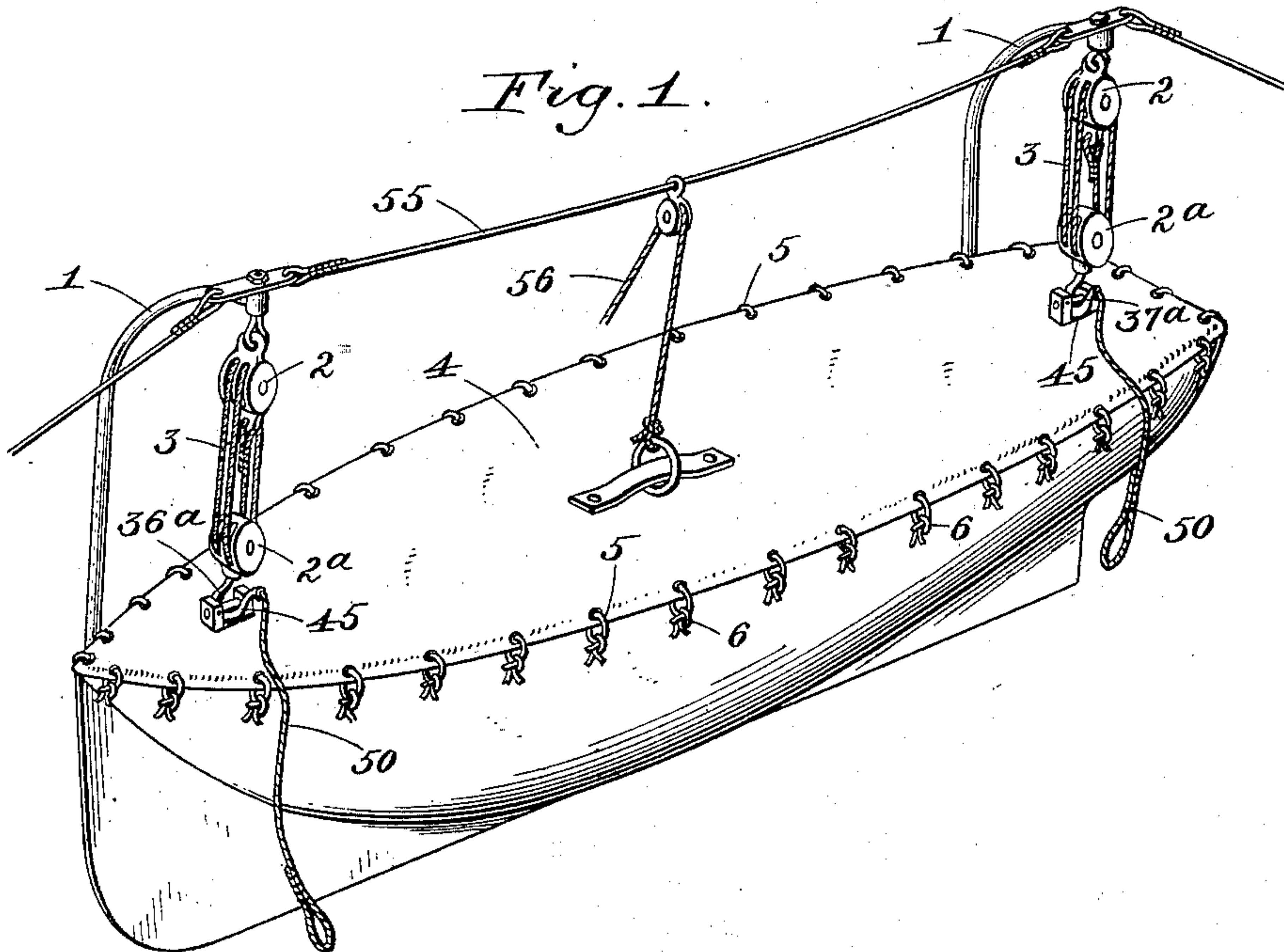
B. LOBEE.

BOAT DETACHING DEVICE.

(Application filed Nov. 15, 1895. Renewed Apr. 4, 1898.)

(No Model.)

2 Sheets—Sheet 1.



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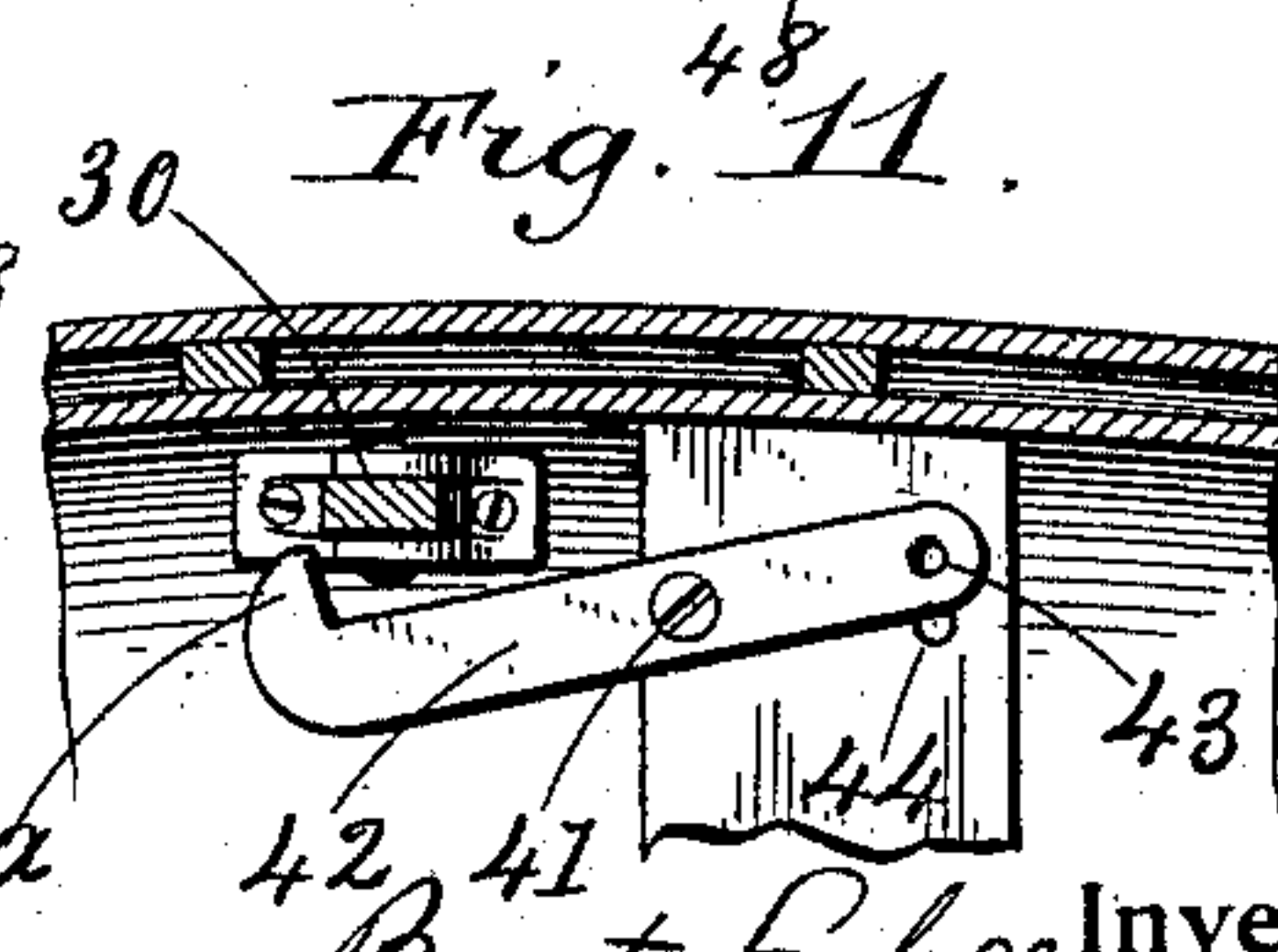
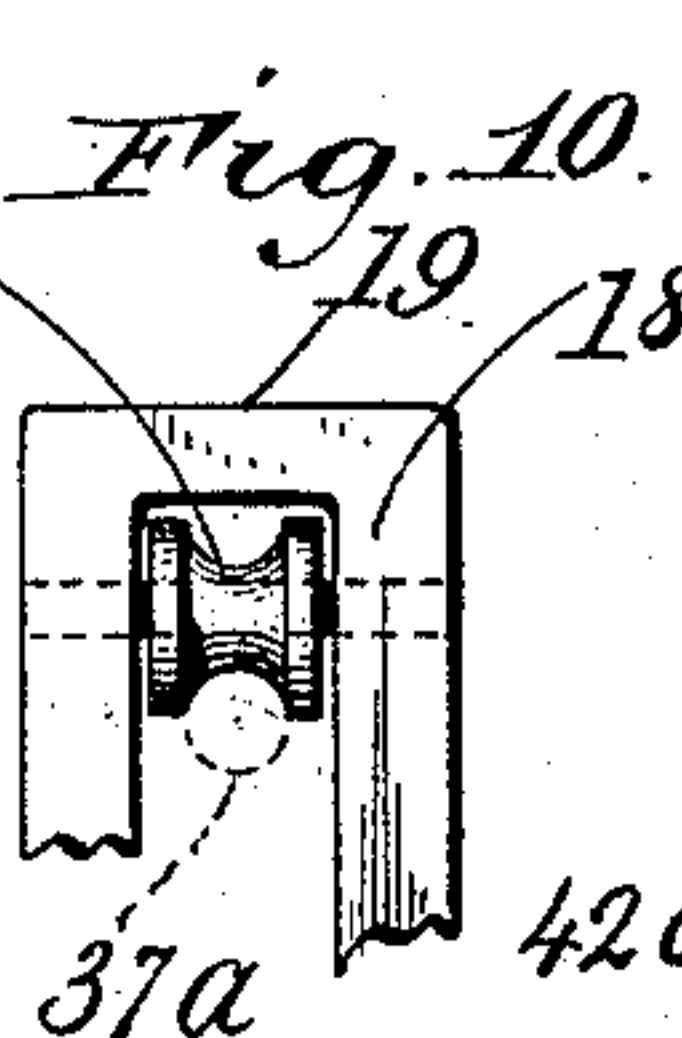
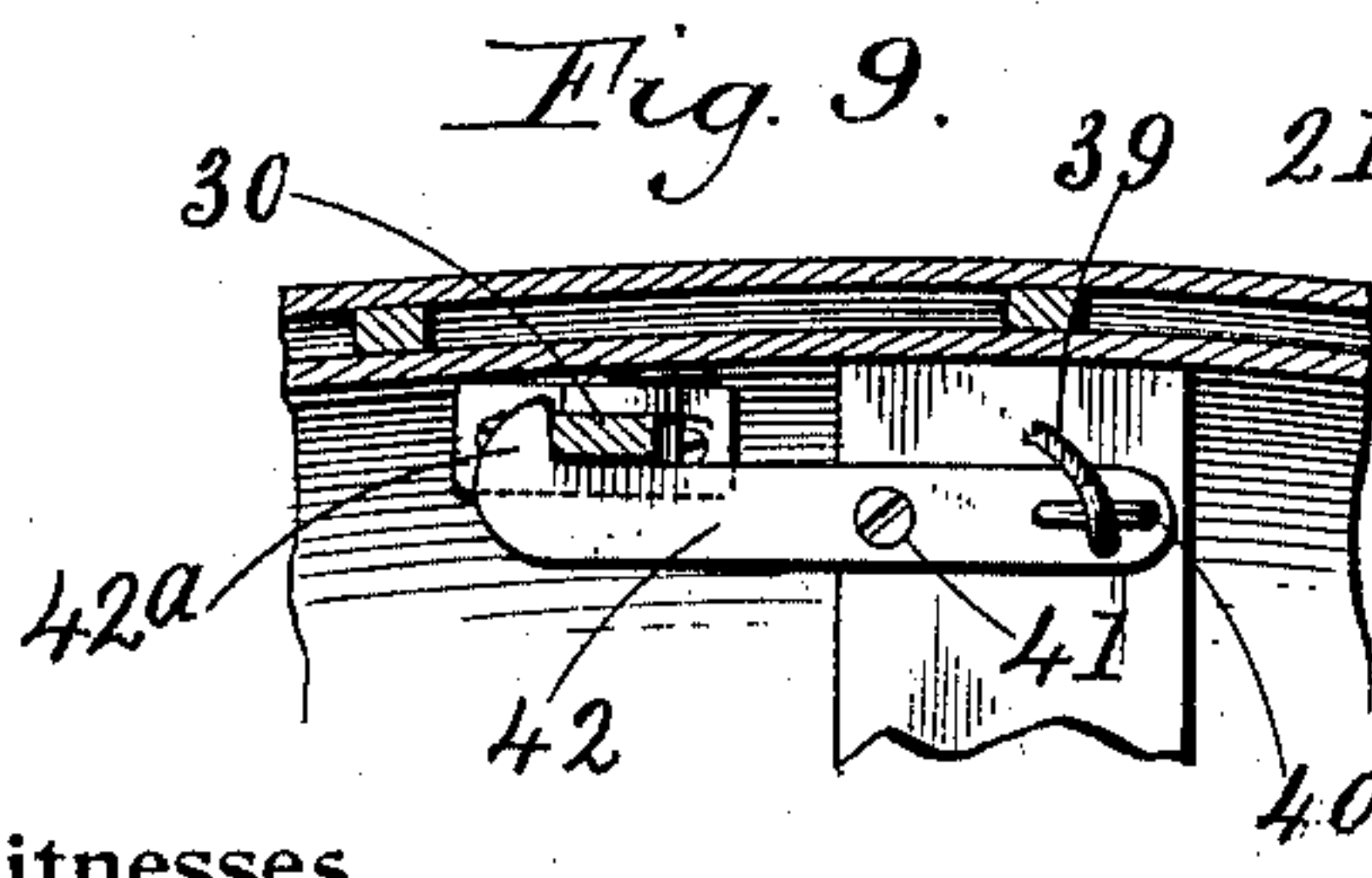
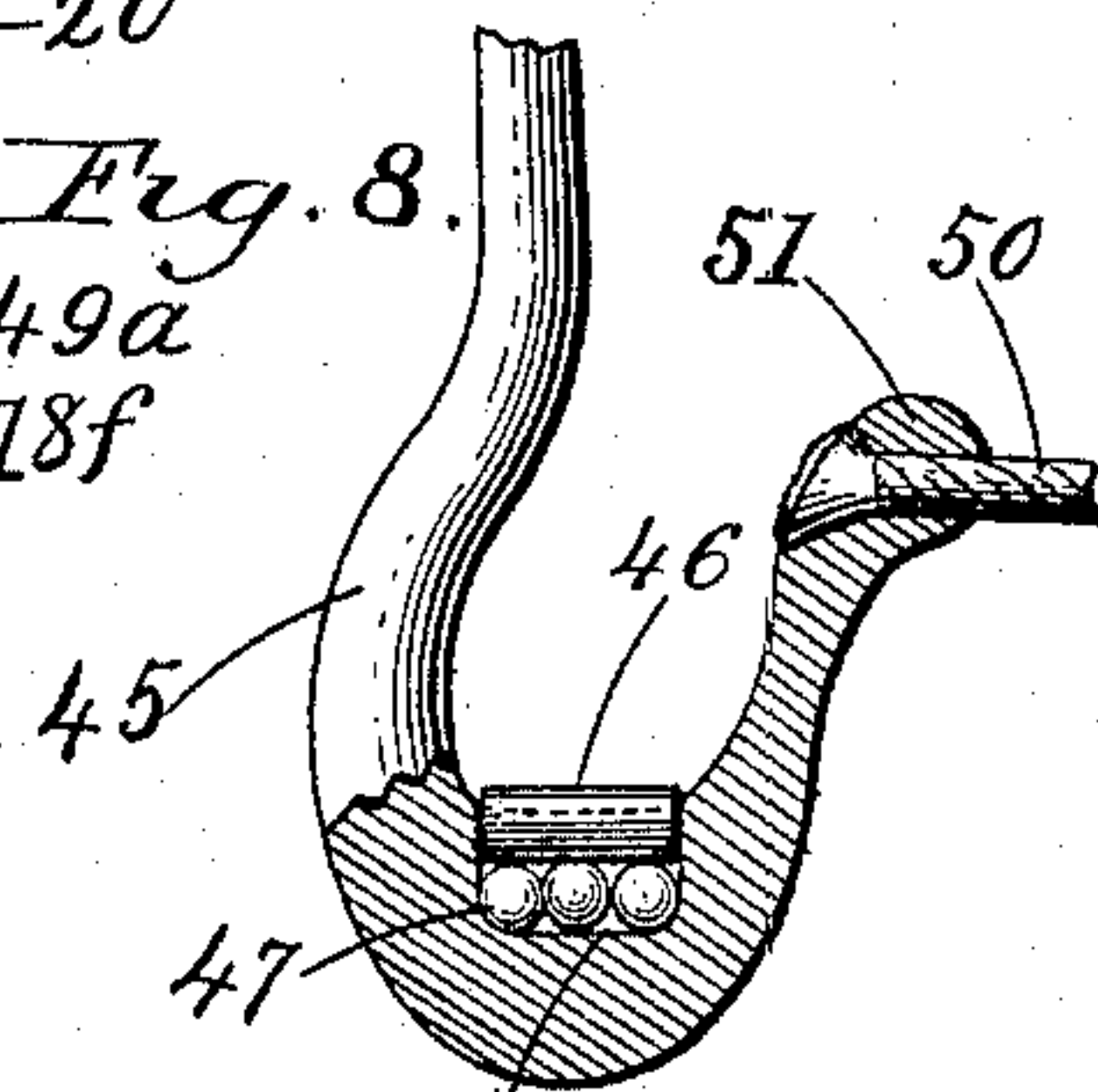
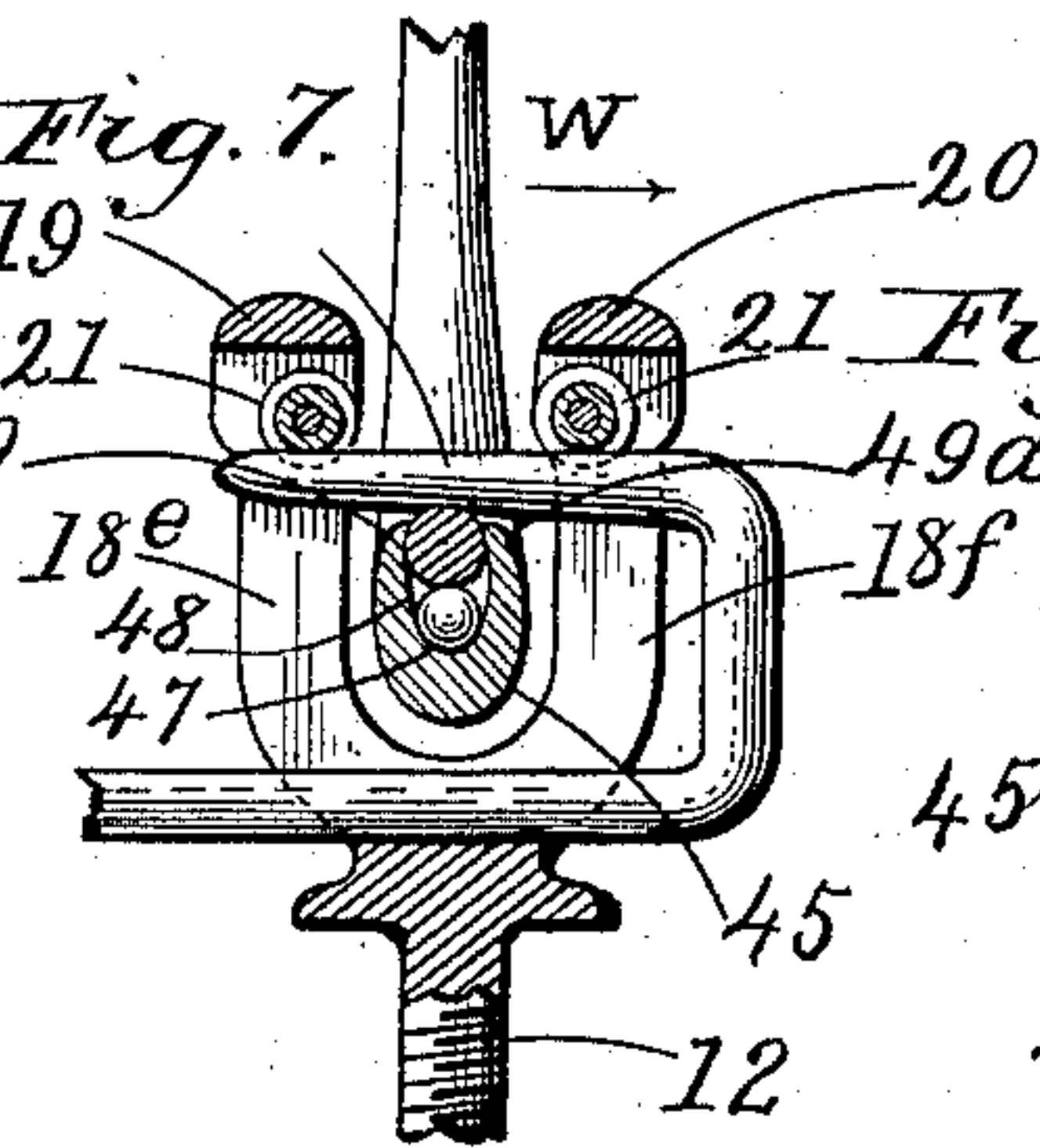
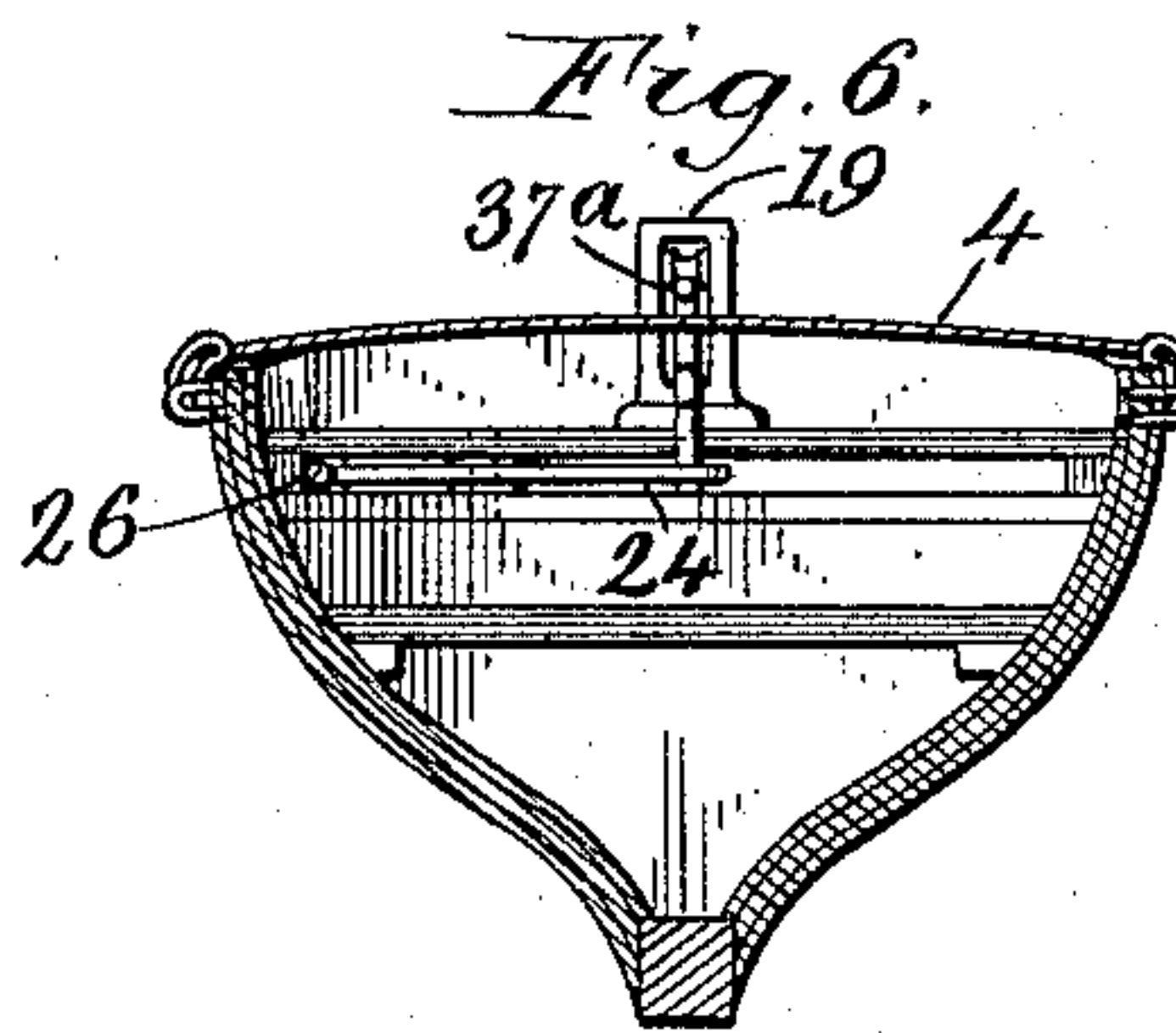
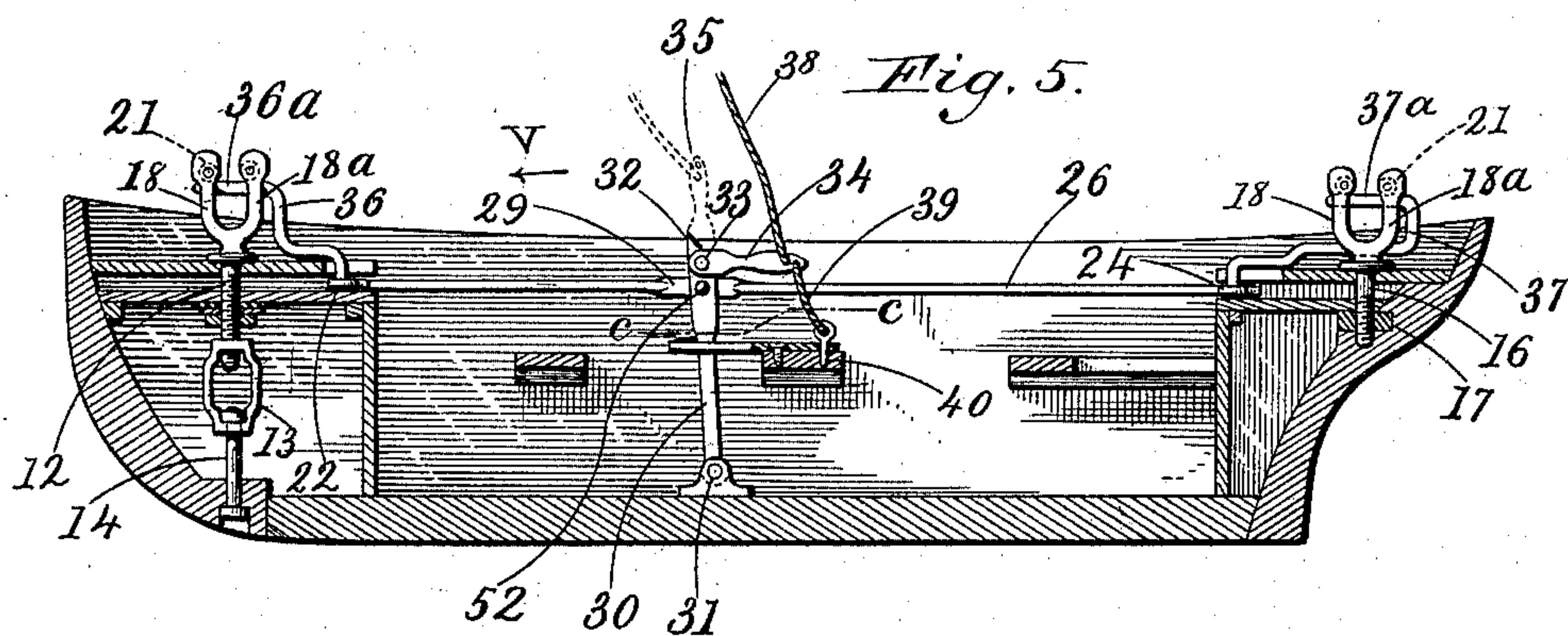
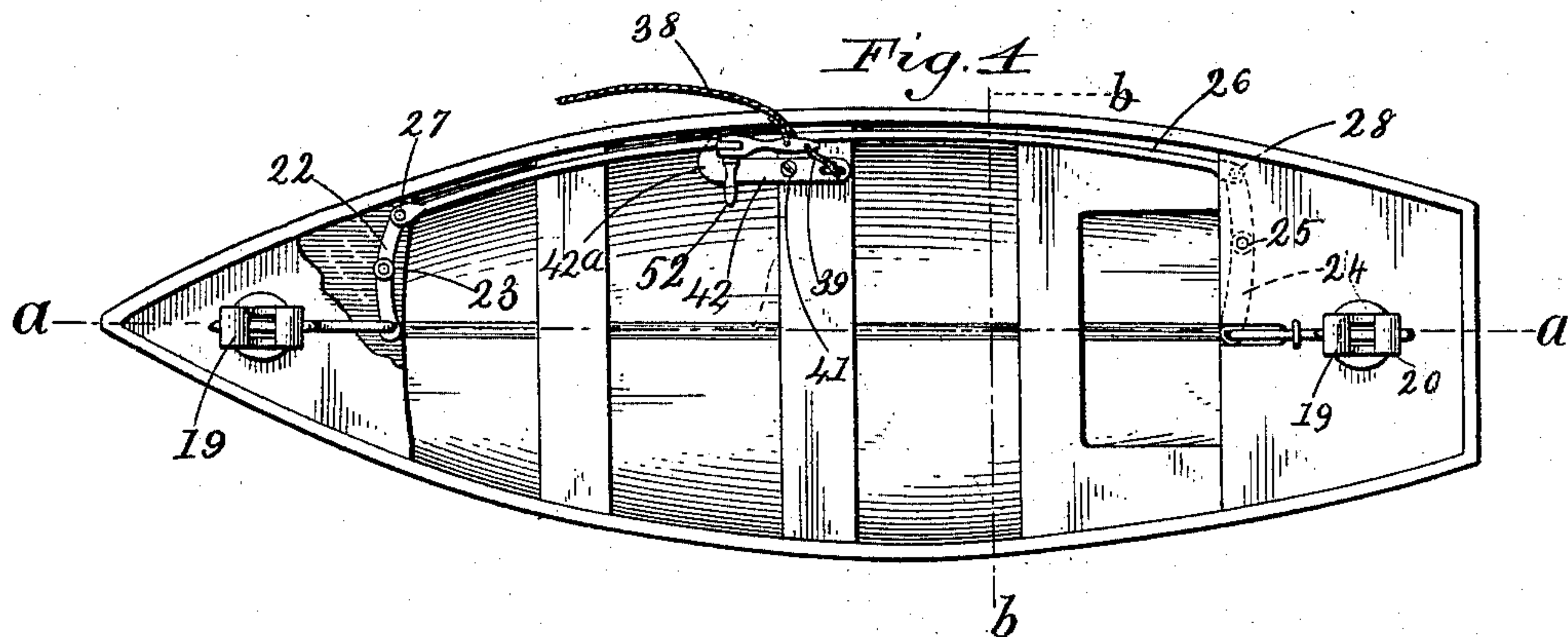
B. LOBEE.

BOAT DETACHING DEVICE.

(Application filed Nov. 15, 1895. Renewed Apr. 4, 1898.)

(No Model.)

2 Sheets—Sheet 2.



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UNITED STATES PATENT OFFICE.

BART LOBEE, OF BUFFALO, NEW YORK, ASSIGNOR TO BART F. LOBEE, OF
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BOAT-DETACHING DEVICE.

SPECIFICATION forming part of Letters Patent No. 612,740, dated October 18, 1898.

Application filed November 15, 1895. Renewed April 4, 1898. Serial No. 676,476. (No model.)

To all whom it may concern:

Be it known that I, BART LOBEE, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Boat Releasing and Detaching Devices, of which the following is a specification.

My invention relates to an improved means whereby a life-boat may be released from its covering and detached from the tackling connecting it with a steamship or other vessel and to certain details of construction, all of which will be fully and clearly hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 represents a boat in perspective, showing it suspended to the davits of a vessel, showing the canvas covering thereon and a portion of my improved detaching devices connected therewith. Fig. 2 represents a side elevation of the boat, showing the canvas covering secured thereon and a side elevation of the detaching devices exposed above the covering. Fig. 3 represents a top plan view showing the canvas cover secured in place on the boat and those parts of the detaching mechanism extending above the cover. Fig. 4 represents a top plan view of the boat, the canvas covering being removed to show the detaching mechanism. Fig. 5 represents a vertical longitudinal section on or about line *a a*, Fig. 4, cutting through the boat only. Fig. 6 represents a vertical transverse section on or about line *b b*, Fig. 4, looking toward the stern of the boat. Fig. 7 represents an enlarged detached vertical central section through one of the supporting-yokes in which the horizontally-movable detaching-hook operates, showing also a cross-section through the tackle-hook, rollers, &c. Fig. 8 represents a portion of one of the tackle-hooks, partly in section, showing its roller and rope attachment. Fig. 9 represents a horizontal section on or about line *c c*, Fig. 5, showing the locking-arm in its locked position. Fig. 10 represents a front view of the upper portion of one of the supporting-yokes, showing one of its friction-rollers. Fig. 11 represents a horizontal section on or about

line *c c*, Fig. 5, showing the locking-arm turned back, thereby unlocking the detaching device.

Referring to the drawings in detail and to Figs. 1, 2, and 3, 1 and 1^a represent the ordinary davits of a steam or other vessel, from which the boat is suspended by the usual tackle-blocks 2 and 2^a and ropes 3. The top of the boat when not in use is provided with the usual protecting canvas cover 4.

At the front is rigidly secured to the boat a supporting-yoke, secured to the boat by means of the screw portion 12 and swivel and bolt 13 and 14. (See Fig. 5.) At the stern of the boat is secured another supporting-yoke by means of its screw-shank 16 and nut 17. (Also shown in Fig. 5.) Each supporting-yoke consists of four upward-extending portions 18, 18^a, 18^b, and 18^c, (see Figs. 5 and 7,) the parts 18 18^a being secured together at the top by a connecting portion 19 and the parts 18^a 18^c being secured by a cross portion 20, extending from one to the other. Between the portions 18 and 18^b and 18^a and 18^c is pivoted a grooved friction-roller 21, (see Figs. 5, 7, and 10,) the object of which will appear farther on.

At the front of the boat is an arm 22, pivoted centrally, or substantially so, to the boat by a pin 23, (see Fig. 4,) and at the stern of the boat is pivoted a similar arm 24 by a pin 25. To the ends of each pivoted arm nearest the side of the boat is pivoted a connecting-rod 26 by pins 27 and 28. (Shown in Fig. 4.) At or about the center of the rod 26 is a flat portion 29, (see Fig. 5,) to which is pivoted an upright arm 30, having its lower end pivoted by a pin 31 at some convenient part of the boat. The top of the arm 30 is provided with a beveled portion 32, and just below the beveled portion is pivoted by a pin 33 a forked arm 34, adapted to be turned upward to the position shown by the dotted lines 35, when it is stopped from turning any farther by the beveled portion 32 coming in contact with the upper part of the forked portion, and a further movement will move the connecting-rod 26. To the opposite end of the arm 22 at the bow of the boat is pivoted an angular bolt 36, having its horizontal portion

36^a adapted to pass in or out between the upright portions 18 18^e and 18^a 18^f of the supporting-yoke and under the friction-rollers 21.

The arm 24 at the stern of the boat is also provided with a bolt or hook-shaped portion 37, pivoted thereto and adapted to pass in and out between the portions 18 18^e and 18^a 18^f of the rear supporting-yoke, the upper portion 37^a also passing under friction-rollers 21.

The object of the friction-rollers 21 is to allow the hook portions 36^a and 37^a to be drawn out easily when detaching the boat.

To or near the end of the forked arm 34 is secured a rope 38, and at or about the end of said arm is secured by a small rope 39 a locking-bolt 40. On the seat, near the side of the boat, is pivoted by a pin 41 a locking-arm 42, having a hook portion 42^a. (See Figs. 4 to 9 and 11.)

At one end of the locking-arm 42 is a hole 43, and in the seat below it is another hole 44 (see Fig. 11) exactly corresponding with its position when the hook 42^a is locked over the arm 30, substantially as shown in Fig. 9. When the locking-arm is in this position, the pin 40 is put down through the holes 43 and 44, thereby securely locking the device.

The tackle-hooks 45 are secured to the pulley-blocks in the usual way and are provided with a friction-roller 46, resting upon balls 47, so as to turn easily thereon. (See Figs. 7 and 8.) These balls and roller are secured in place by being dropped into the recess 48, and then the sides 49 49^a (see Fig. 7) are bent slightly over the roller by a hammer, being careful to get the sides just near enough to secure the roller, but not enough to prevent it from turning.

The end of the tackle-hook is provided with a short rope or becket 50, and the end 51 of the hook is rounded or beveled off, so as to offer the least resistance possible while being drawn into place on the holding and detaching mechanism by means of the becket 50, as will more clearly appear farther on.

The object of the rope 55, secured to the davits and the tackling-rope 56, having its lower end connected with the canvas substantially as shown in Figs. 1 and 2, is to provide the means for drawing the canvas upward, as shown in Fig. 2, so it will shed the rain or for other purposes for which it may be adapted.

The operation of the device is as follows: When for any reason in a storm or a rough sea (a man falls overboard, for instance) it is deemed advisable to lower a boat without sending a man with it, all that is required is to lower the boat until it touches the water and then pull on the rope 38, which will move the arm 34 upward until it reaches the position shown by the dotted lines 35. This operation draws the locking-bolt 40 out and releases the locking-arm 42, thereby allowing the arm 30 to be moved forward in the direction of the arrow V and causing, through the

pivoted arms 22 and 24, (see Fig. 4,) the hook portions 36^a and 37^a to move in the opposite direction or out from their yokes in the direction of the arrow W, Fig. 7, passing over the roller 46 and under the rollers 21, thereby instantly releasing the tackling-hooks 45 at both ends of the boat at once. If the boat should be lowered in the night-time, a lantern may be secured thereon at some suitable point as a guide for the man in the water and for the ship. When it is desired to lower the boat with a man either alone or with passengers in it, he can cause the instant detachment of both ends of the boat from the tackle-hooks by moving the arm 34 upward and then forward in the direction of the arrow V in Fig. 5, thereby releasing the parts, as above described. When it is required to attach the boat to the tackle-hooks, all that is necessary to do is to lock the parts substantially as shown in Fig. 5, then take the becket or short ropes 50 and pass them through under the bolts 36^a and 37^a, (see Fig. 5,) and then by pulling with sufficient force the hooks will be instantly drawn in place under the bolts 36^a and 37^a in the supporting-yokes, as shown in Figs. 1 and 7; but if from any cause the becket should be broken off from the ends of the hooks they can be put in by hand, as will be readily seen. The hook attaching and detaching bolts 36^a and 37^a are locked in the position shown in Fig. 5 by the operator taking hold of the handle 52 and pulling the arm 30 back in an opposite direction to the arrow V, thereby causing the bolts 36^a and 37^a to enter the supporting-yokes, substantially as shown in Fig. 5. The locking-arm 42 is then pushed forward until its hook 42^a catches over the arm 30, as shown in Fig. 9. The locking-bolt 40 is then put in place, as shown in Figs. 5 and 9. The tackle-hooks and the locking-bolt 40 being in place the boat is absolutely secure in its attachment to the tackling, from which it may at any time be instantly released, but only in the manner above set forth.

It will be noticed that the holding and releasing bolts 36^a and 37^a both move together in the same direction and in a direction opposite to the movement of the vessel.

This construction allows both releasing-bolts to leave the tackle-hooks from the same side, and thereby allow both hooks to leave and be drawn away from the ends of the releasing-bolts at the same time without danger of one or the other catching or being detained by either one of the detaching-bolts. It is consequently a very important construction in a boat-detaching device.

I claim as my invention—

1. In a boat releasing and detaching device, the combination with two supporting-yokes one secured at each end of the boat, adapted to receive the tackle-hooks, each having one end adapted to be moved in or out of its supporting-yoke and its opposite end secured to a horizontal arm pivoted so as to be movable back and forth, a connecting-rod connecting

the opposite ends of said horizontally-movable arms, an upright arm having its lower end pivoted to a support on the boat and its upper end pivoted to the connecting-rod, a short arm pivoted at the top of the upright arm adapted to turn back and down toward the seat of the boat and having its movement limited in the opposite direction by a stop when it reaches a substantially upright position, a horizontally-movable pivoted hook-bar adapted to engage with and hold the upright pivoted arm or release it, a vertical perforation in the end of said bar registering with a corresponding vertical perforation in the supporting-seat, a locking-bolt secured by a flexible connection to the end of the short arm for locking the device, and a rope also connected to said short arm for unlocking it and then detaching the bolt, substantially as described.

2. In a boat releasing and detaching device, the combination with the horizontal connecting-rod connecting with the detaching mechanism at each end of the boat, of an upright operating-bar having its lower end pivoted to

a support on the boat and its upper end pivoted to the connecting-rod, a locking mechanism connected with said upright bar, means for unlocking it, and moving it, and thereby detaching the boat from the tackle-hooks, substantially as described.

3. In a boat releasing and detaching device, the combination with a connecting-rod connecting with the detaching mechanism at each end of the boat, of an upright operating-bar having its lower end pivoted to a support on the boat, and its upper end pivoted to the connecting-rod, an arm pivoted to the upper end of said upright bar and adapted to move backward and down, means for locking the detaching mechanism connected with said arm and a rope connected with it by which it may be operated from the deck of a vessel to first unlock the detaching mechanism and then operate the detaching mechanism and detach the boat, substantially as described.

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