

No. 628,710.

Patented July 11, 1899.

C. S. HAMILTON.

RUDDER HINGE.

(Application filed May 23, 1899.)

(No Model.)

Fig. 1

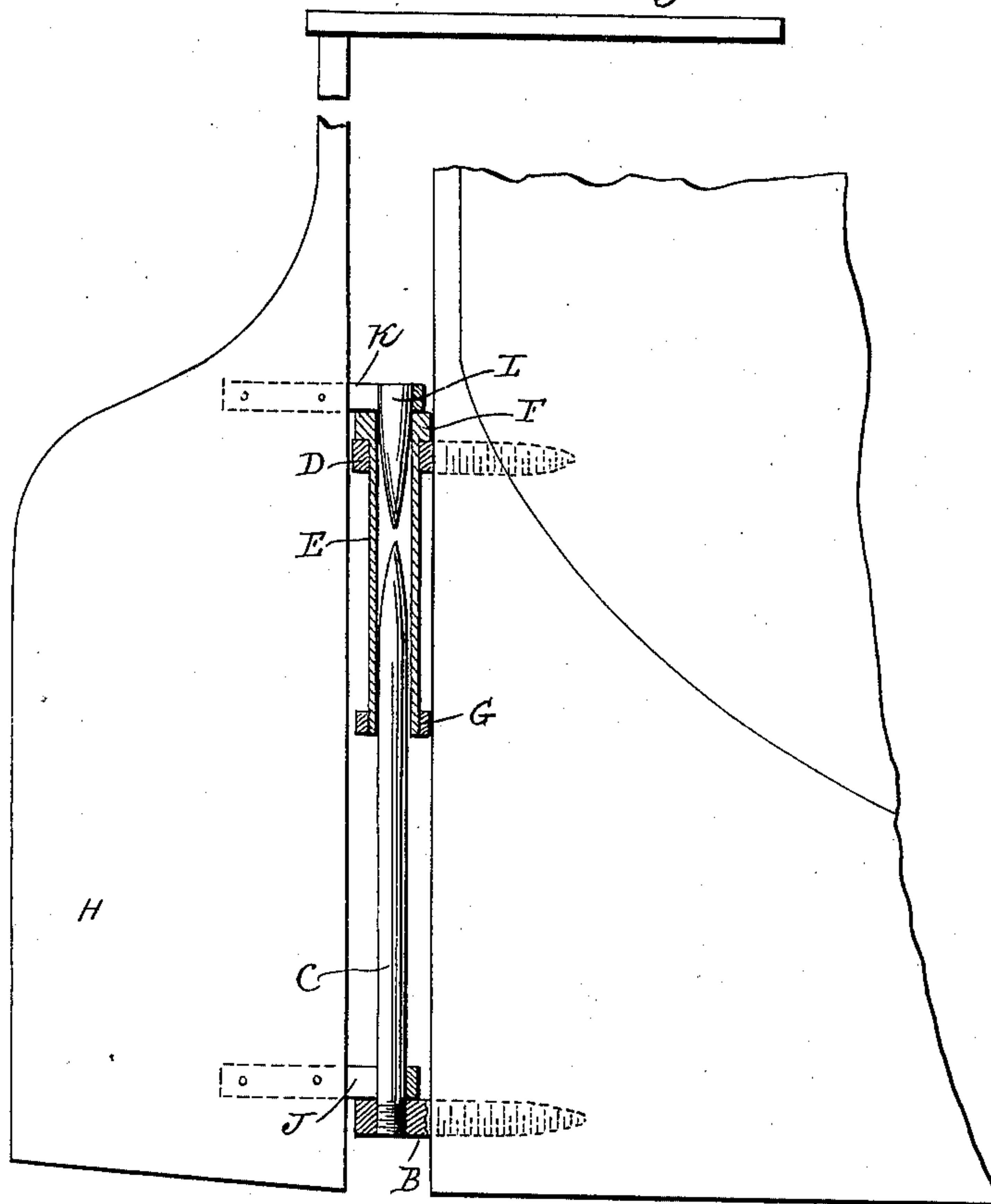
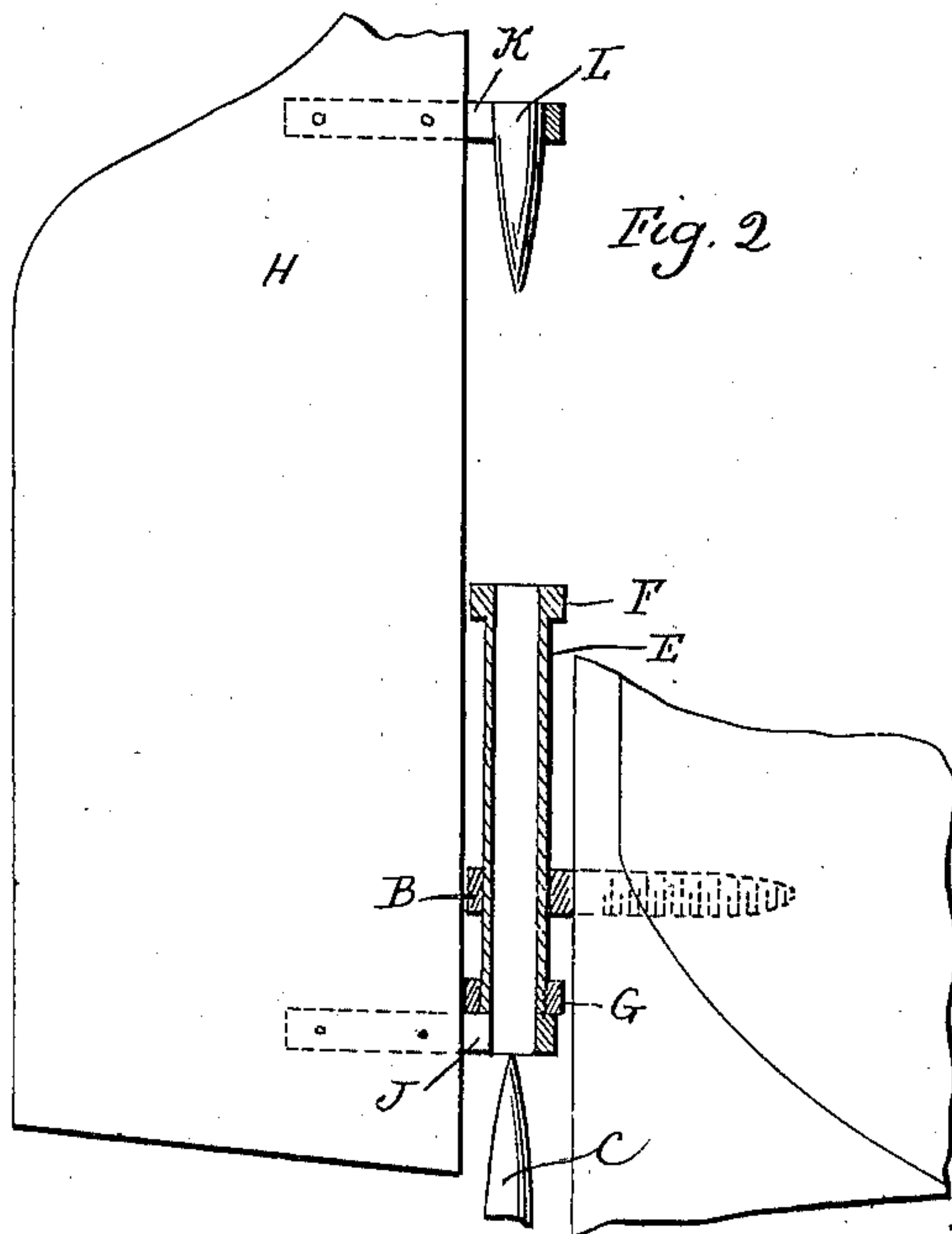


Fig. 2



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# UNITED STATES PATENT OFFICE.

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## RUDDER-HINGE.

SPECIFICATION forming part of Letters Patent No. 628,710, dated July 11, 1899.

Application filed May 23, 1899. Serial No. 717,935. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES S. HAMILTON, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Rudder-Hinges; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view, partially in section, of the stern end of a boat and a rudder hinged thereto in accordance with my invention; Fig. 2, a similar view illustrating the manner of shipping or unshipping the rudder.

This invention relates to an improvement in rudder-hinges or devices for hanging rudders on small boats, especially open-stern boats or boats in which it is desirable to unship the rudder when not in use. In the more general construction of boats of this character the stern-post is provided with hooks or eyes and the rudder at its forward edge with eyes or hooks adapted to engage with the said hooks or eyes on the stern-post, whereby the rudder is held in position; but the lowermost hook or eye on the stern-post is below the surface of the water and generally out of sight, or, if seen, the exact location is so obscured by refraction that difficulty is often experienced, particularly in rough water, in shipping the rudder, as there is no way to guide the lower eye over the lower hook or the lower hook into the lower eye.

The object of this invention is to provide a device whereby the lowermost eye on the rudder may be guided to its seat and held there and the rudder shipped and unshipped without difficulty and at the same time provide means whereby should the rudder be raised either by striking the bottom or by any other means it cannot be disengaged from the boat and lost; and it consists in the construction, as hereinafter described, and particularly recited in the claims.

To the rear edge of the stern-post, near the bottom thereof, is secured a vertical rod C, which stands substantially parallel with the stern-post and which may be conveniently secured in any desired manner. As herein

shown, its lower end is threaded for engagement with a screw-shank B, projecting rearward from the stern-post and which corresponds to the eye usually employed at that point for hinging the rudder; but the rod may be secured to the shank by riveting or other convenient means. Also projecting from the stern-post, above the upper end of the rod C, is an eye D, and through this eye is extended a sleeve E, formed or provided at its upper end with a flange F and externally screw-threaded at its lower end to receive a nut G, forming a flange at that end, whereby the sleeve is held against removal from the eye, and this sleeve corresponds in internal diameter to the external diameter of the rod C, over which it is adapted to freely pass. The rudder H, which may be of any desired form, is furnished near its lower end with a forwardly-extending eye J, adapted to set over the rod C and bear upon the shank B. Also secured to the rudder and projecting forward from a point near its upper end is an eye K in position to bear upon the flange F of the sleeve when in position, and depending from the eye K is a stud or pintle L, adapted to easily enter the upper end of the sleeve E.

To ship the rudder, the sleeve E will be raised until the nut G clears the upper end of the rod C and leaves room so that the eye J may be set over the upper end of the rod C, which is so near the upper end of the stern-post as to be readily accessible and can be always seen from the boat and is never submerged. As the eye J slides down and over the rod C the sleeve E is allowed to drop into its position over the upper end of the rod C, and before the eye J reaches its position of bearing on the shank B the pintle L will enter the upper end of the sleeve E and so as to support the upper end of the rudder. When in position, the strain upon the rod C is at a point so close to the shank B that the danger of bending the rod is avoided, and the upper end of the rod is supported by the sleeve E and is more or less strengthened by it.

To unship the rudder, it may simply be raised in the usual manner, which lifts the pintle L out of the sleeve and allows the sleeve to be raised. When the eye J strikes



its lower end and when it is raised above the upper end of the rod C, the eye J is free to be removed therefrom. It will thus be seen that the rudder may be very easily shipped  
5 and unshipped from the boat, and the possibility of the lowermost eye becoming disengaged from its hook is entirely avoided, and in case of the pintle being thrown out of the sleeve the rudder still remains attached to the  
10 boat and cannot float away.

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

1. A hanging device for rudders, comprising  
15 a rod mounted in a vertical position beyond the stern-post, an eye projecting from said stern-post above the upper end of said rod, a sleeve mounted in the said eye and free for vertical movement therein, and a rudder  
20 provided with an eye at its lower end for engagement with said rod, and a pintle secured to the upper end of said rudder, and adapted

to enter the upper end of said sleeve, substantially as described.

2. A hanging device for rudders, comprising  
25 a shank projecting rearward near the lower end of the stern-post, a rod secured to said shank and extending upward therefrom, an eye extending from the stern-post above the upper end of said rod, a sleeve extending  
30 through said eye and provided at opposite ends with flanges, and a rudder provided near its lower end with an eye adapted to set over said rod, and at its upper end with a downwardly-projecting pintle adapted to enter the  
35 upper end of said sleeve, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHARLES S. HAMILTON.

Witnesses:

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LILLIAN D. KELSEY.