

No. 646,181.

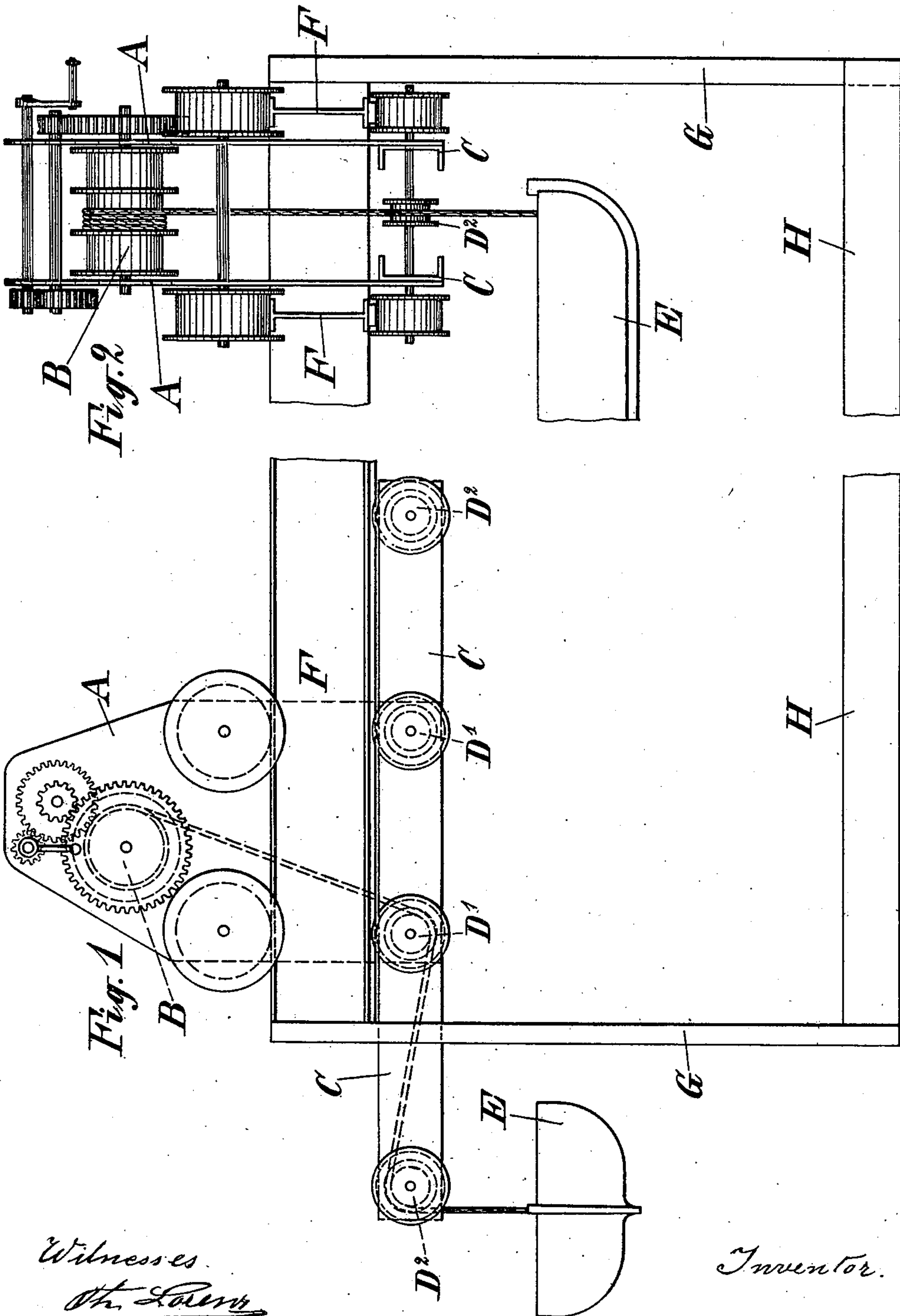
Patented Mar. 27, 1900.

J. H. KLENCKE.

APPARATUS FOR HOISTING OR LOWERING SHIPS' BOATS.

(Application filed Feb. 2, 1898.)

(No Model.)



Witnesses.

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JOHANN HEINRICH KLENCKE, OF BREMEN, GERMANY.

APPARATUS FOR HOISTING OR LOWERING SHIPS' BOATS.

SPECIFICATION forming part of Letters Patent No. 646,181, dated March 27, 1900.

Application filed February 2, 1898. Serial No. 668,889. (No model.)

To all whom it may concern:

Be it known that I, JOHANN HEINRICH KLENCKE, a subject of the German Emperor, residing at Bremen, in the German Empire, have invented a new and useful Winch for Lifting or Lowering Ships' Boats and other Weight, of which the following is a specification.

My invention relates to improved arrangements or combinations of apparatus for launching ships' boats from both sides of the deck of a ship over one side, as required, and for lifting and lowering charges.

On the drawings appended hereunto, Figure 1 shows a side view, and Fig. 2 an end view, of one way for arranging the apparatus.

Similar letters refer to similar parts throughout both the views.

My improvements consist in the arrangement of an outrigger or of outriggers capable of being moved or traversed on and guided by girders supported by suitable staging and of lifting appliances arranged so that boats or other weights can be lifted at the end of the outrigger by the lifting apparatus and by running the same out over the end of the girders to a considerable distance and lowered or lifted.

The drawings appended hereunto show a movable winch A of common construction. The side frames of the winch are extended downward, and an outrigger C, formed of two channel-irons, is attached to them. The winch is mounted on traveling wheels running on the girders F, which are supported by end girders and standards G, placed at the sides of the deck H. The outrigger is provided with wheels c, running on the under side of the girders F to prevent the outriggers and winch from being tilted. From the winch-drum B a chain or rope is led over the guide-pulleys D' and D² and attached to the boat E. Preferably two outriggers and winches or equivalent lifting apparatus are employed, one for each end of the boats to be launched.

When a boat standing on the leese side of the deck is lifted by the winch-rope passed over the guide-pulleys D' and D² on the lee-side end of the outrigger by means of the winch

or by a pair of winches working either together or separately or by equivalent lifting apparatus and the winch or winches is or are then moved to the end of the girders F, the boat can be lowered into the water free from the side of the ship, after which the winch, with the outrigger, can be moved inward again, and the next boat within the reach of the outrigger on the deck underneath the girders may be launched.

By means of this apparatus a boat can be launched over the lee side of the ship from its position on the weather side by lifting it by the winch-ropes led over the guide-pulleys D' and D² on the weather-side end of the outrigger and carrying it leeward so far that it can be reached by the winch-rope slung over the lee-side pulleys of the outriggers after the winches have been run back and then running the outriggers out. In this way several boats standing side by side or one upon another on the deck can be brought from one side of the deck and launched over the other side.

Obviously the shape and construction of the outriggers themselves, as well as their length, can be varied to suit different vessels and requirements.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is—

In apparatus for hoisting and lowering ships' boats, girders supported above the deck, a winch mounted on wheels and adapted to roll on said girders, outrigger-beams attached to the winch-frame below the girders and adapted to be extended outboard, pulleys on said outriggers, and a rope wound on the winch-drum and running on said pulleys and adapted to be attached to a boat to be lowered or hoisted, substantially as described.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

JOH. HEINRICH KLENCKE.

Witnesses:

D. SUDBRING,
ROBERT HAGEDERE.