

No. 692,400.

Patented Feb. 4, 1902.

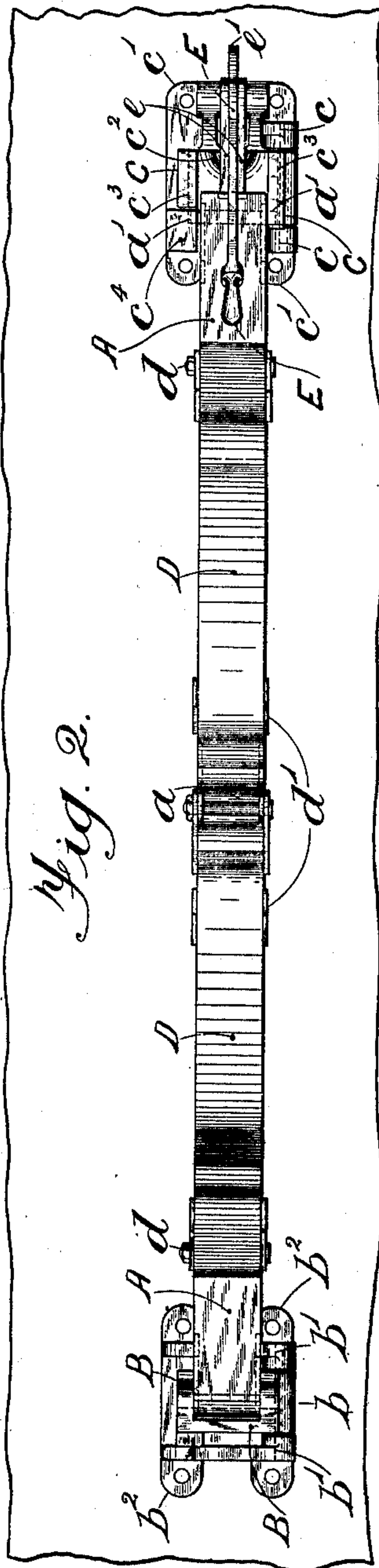
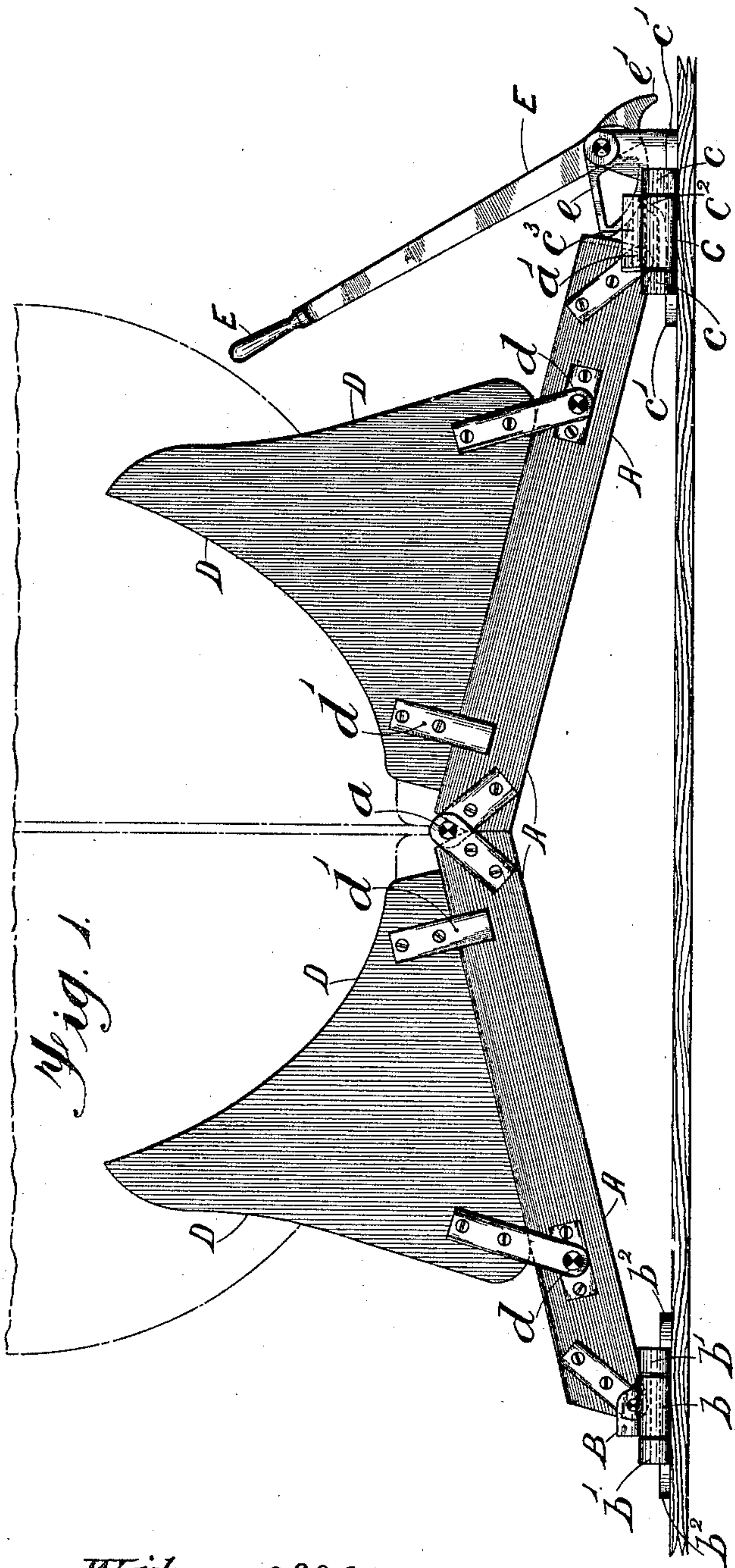
T. WILSON.

MEANS FOR DISENGAGING AND REPLACING THE SUPPORTS OF BOATS ON SHIPS, &c.

(Application filed May 14, 1901.)

(No Model.)

2 Sheets—Sheet 1.



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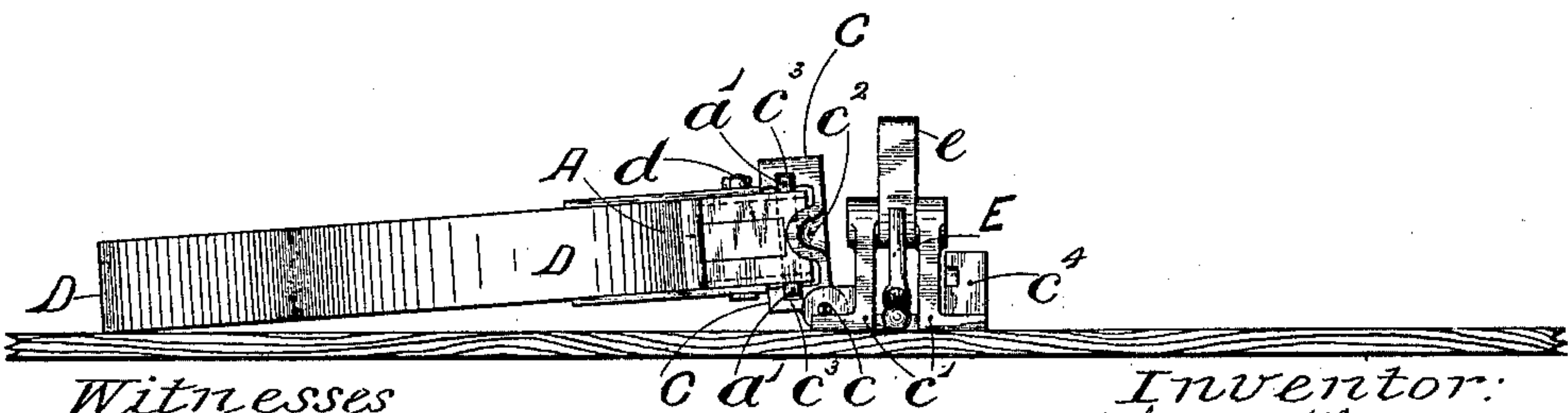
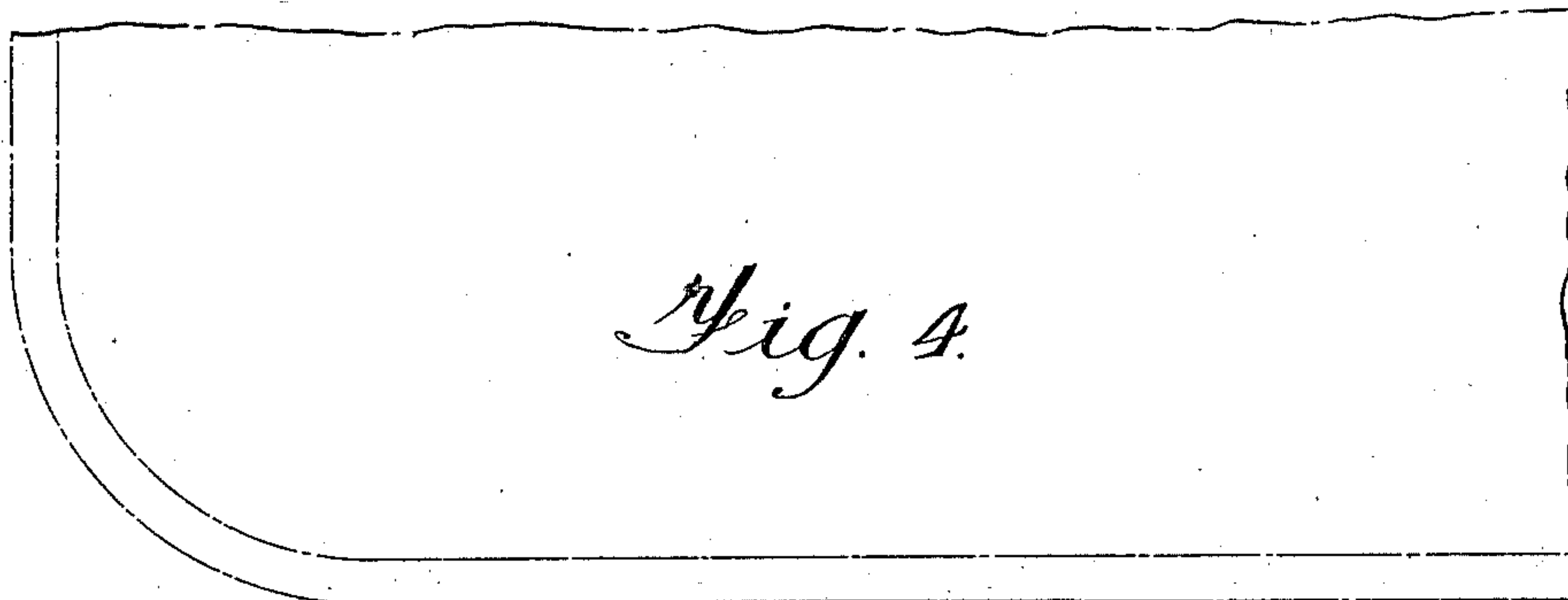
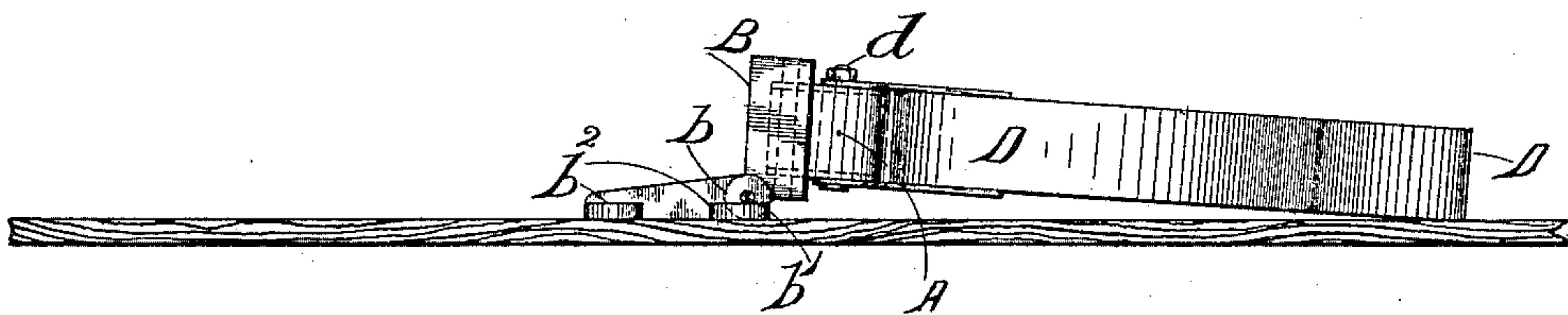
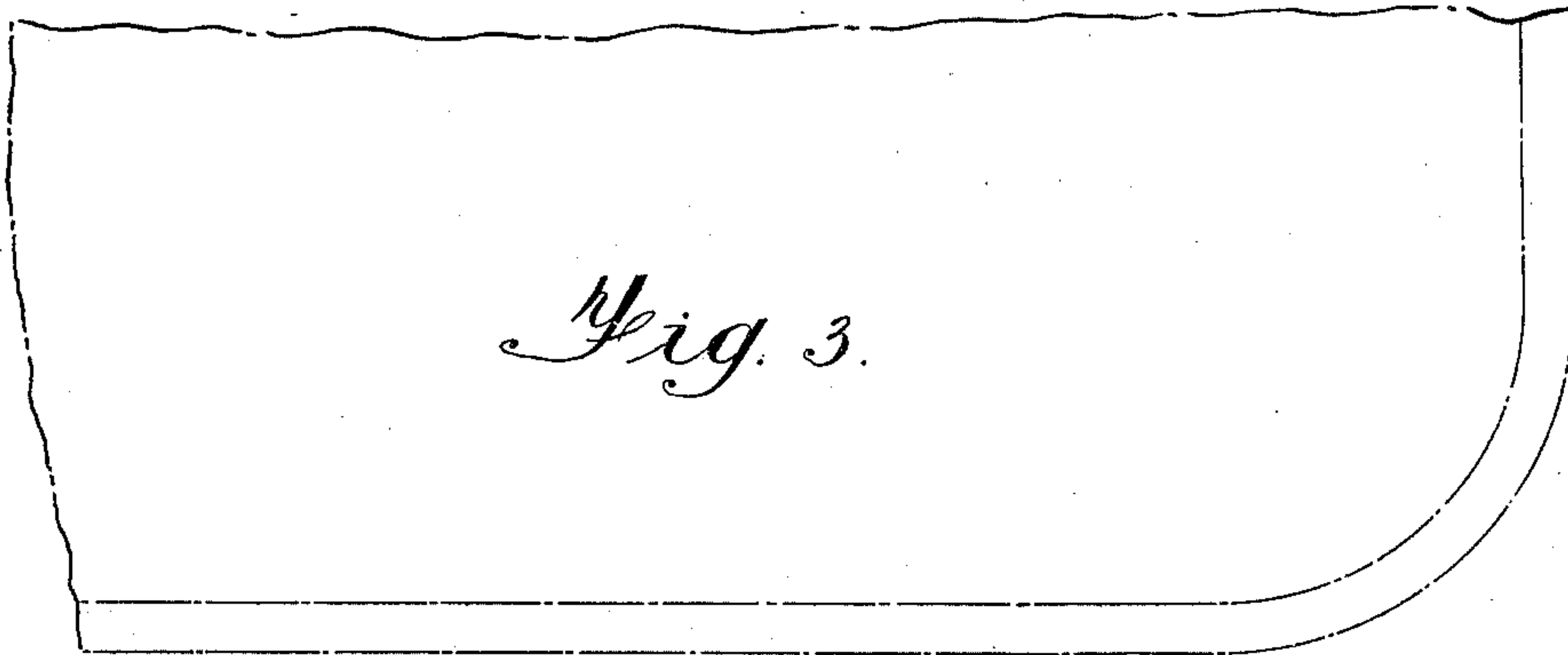
T. WILSON.

MEANS FOR DISENGAGING AND REPLACING THE SUPPORTS OF BOATS ON SHIPS, &c.

(Application filed May 14, 1901.)

(No Model.)

2 Sheets—Sheet 2.



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UNITED STATES PATENT OFFICE.

THOMAS WILSON, OF SUNDERLAND, ENGLAND.

MEANS FOR DISENGAGING AND REPLACING THE SUPPORTS OF BOATS ON SHIPS, &c.

SPECIFICATION forming part of Letters Patent No. 692,400, dated February 4, 1902.

Application filed May 14, 1901. Serial No. 60,144. (No model.)

To all whom it may concern:

Be it known that I, THOMAS WILSON, draftsman, a subject of the King of Great Britain and Ireland, residing at and whose post-office address is 17 Chatsworth street, Sunderland, in the county of Durham, England, have invented certain new and Improved Means for Disengaging and Replacing the Supports of Boats on Ships and Elsewhere, (for which I have applied for a patent in Great Britain under No. 19,615, dated November 2, 1900,) of which the following is a specification.

This invention relates to means for disengaging and replacing when required the supports or chocks used for holding boats in position on shipboard and elsewhere, and has for its object to provide simple and handy means whereby the purpose can be more rapidly and easily effected than hitherto.

It consists of a combination of chocks, moving bars or supports, and operating hand-lever so arranged that on operation of the lever the whole means are withdrawn from the normal position, leaving the boat swinging free upon the davits and ready for lowering, and when brought back to position a reverse movement of the lever, aided by manual or mechanical replacing of the chocks, secures the boat.

As an illustration of the method of carrying my invention into effect I will proceed to describe the same with reference to the accompanying drawings, in which—

Figure 1 is an end elevation, and Fig 2 is a plan, of the several parts in their initial position for supporting a ship's boat. Figs. 3 and 4 are elevations taken from both sides of the boat, showing the parts in their collapsed position and the boat freed.

Referring to the said drawings, I employ a pair of bars or supports A A, of suitable section, hinged together endwise, as at *a*. The outer end of one of these bars or supports A A is hinged in a bracket B in a fore-and-aft line of the ship, which bracket in turn is pivoted or hinged to the deck athwartships by forming it with a socket or sleeve *b* and mounting it on a pin *b'*. The outer end of the other bar or support A is free to slide in or on a hollow guide-bracket C, which, like the hinge B, is pivoted to the deck athwart-

ships upon the pin *c*, the pin *b'* being carried by a base-plate *b²* and the pin *c* by a plate *c'*.

The foregoing arrangement is such that the bars or supports A A are normally angled (see Figs. 1 and 2) by bringing the outer ends toward each other and retaining them thus, so that the ends, which are hinged at *a*, are elevated and cause the chocks D D to bear upon and support the boat, while to free or release the boat the arms or supports are allowed to distend, and the whole is then turned over on one side. To effect and control these movements, a lever E is erected adjacent to the guide-bracket C and is furnished with a cam-face *e*, so that actuation of the lever in one direction causes the bars or supports A A and chocks D D to be moved to and locked in their normal position. Actuation of the lever E in the opposite direction, on the other hand, recedes the cam-face *e* from the end of the bar or support A with which it coacts and allows both to distend by their own weight, after which they are turned over to the position shown in Figs. 3 and 4 by further advancing the lever E until a toe *e'*, formed on or carried thereby, engages with a recess *c²* in the guide-bracket C, and so tilts the arms or supports to one side. A pin or equivalent means constituting projections *a' a'* upon the end of the bar or support A which engages with the guide-bracket C is or are employed to retain the same therein, channels *c³ c³* being provided for their reception. That projection *a'* which is on the side remote from the hinge also serves to lock the arms or supports in their normal or angled position by entering the housing *c⁴* or the like on the base-plate *c'*, and so prevent their being accidentally tilted or turned over. This projection *a'*, it will be understood, automatically withdraws itself from the housing *c⁴* when the means are being actuated to release the boat. The normal position of the boat is indicated by dot-and-dash lines in Figs. 1, 3, and 4.

The chocks D D are pivoted or hinged to the arms or supports A A at a point, such as *d*, so that they tilt and allow the arms or supports to be freely distended without the chocks jamming or gripping the boat, which would occur were they rigidly secured thereto. Guide-plates *d' d'* are fastened to the chocks

at their inner ends and serve to form a saddle to prevent movement of the chocks in a fore-and-aft direction upon the arms or supports. The chocks and arms or supports may be
 5 raised from the tilted-over to the upright position by hand or mechanically.

Having now described the nature of my said invention, what I claim, and desire to secure by Letters Patent, is—

10 1. Means for disengaging and replacing the supports of boats on ships and elsewhere, comprising bars or supports A, A carrying chocks D, D, hinged together endwise so as to be angled or distended and capable of being
 15 tilted or turned over to one side, and a lever E upon the deck or other place for effecting and controlling said movements, substantially as described and shown.

2. Means for disengaging and replacing the
 20 supports of boats on ships and elsewhere comprising bars or supports A A, a bracket B pivoted to the deck or other support and having a pivotal connection with one of the said bars and a guide-bracket C similarly pivoted
 25 to the deck or support, the other end of the other bar or support A being mounted in said guide-bracket C whereby the arms or supports when distended can be tilted over to one side free from the boat, substantially as
 30 described.

3. In means for disengaging and replacing the supports of boats on ships and elsewhere, a lever E erected upon the deck or other place having a cam-face *e* coacting with the
 35 end of the bar or support A which works in the guide-bracket C to cause the bars or supports A, A to be angled or distended, and having a toe *e'* adapted to engage with a recess in the bracket C to tilt the whole to one
 40 side, substantially as described and shown.

4. In means for disengaging and replacing the supports of boats on ships and elsewhere, the combination of a guide-bracket C having a housing *c*⁴ thereon, the bars A A, one of which has a projection *a'* on its sliding end
 45 to be received by the housing *c*⁴ when the bars A A are in their angled or normal position whereby the bars will be locked and prevented from being tilted over accidentally, substantially as described. 50

5. In combination, in means for disengaging and replacing the supports of boats on ships and elsewhere, the arms or supports A A, the chocks D D pivoted to the said arms at their outer ends and the guide-plates *d'* at
 55 the inner ends of the said chocks engaging the arms A A whereby the chocks are free to tilt or move without jamming or gripping the boat while the supports are being distended and prevented from moving in a fore-and-aft
 60 direction upon said support, substantially as described.

6. In combination, the two bars pivoted together, chocks pivoted to the bars, and pivotal connections between the ends of the bars
 65 and the deck or other support, substantially as described.

7. In combination, the two bars pivoted together, chocks pivoted in the bars, and pivotal connections between the ends of the bars
 70 and the deck or other support one of said pivotal connections being detachable, substantially as described.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

THOMAS WILSON.

Witnesses:

PERCY FENTON,
 JOHN RAMSAY.