

No. 711,469.

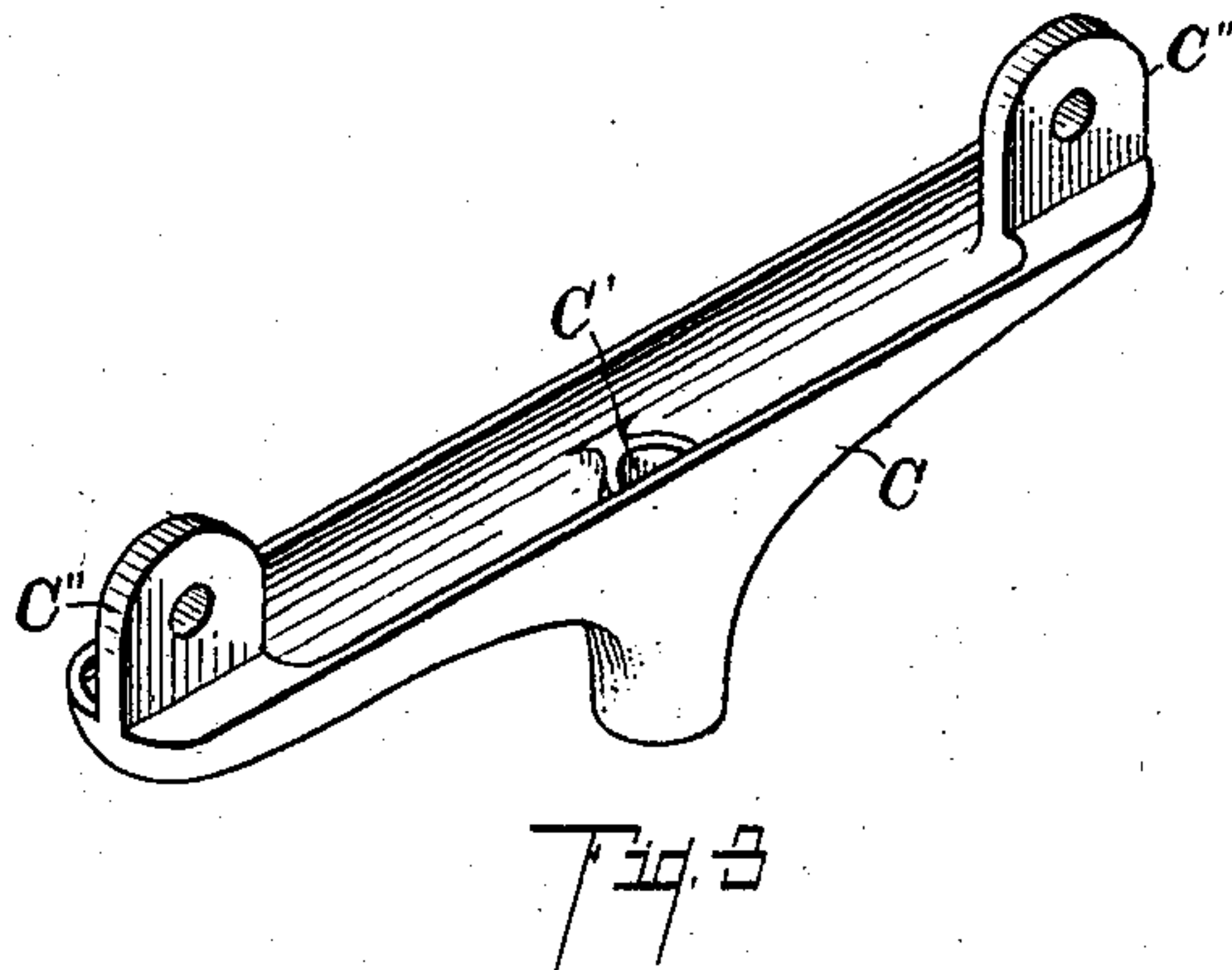
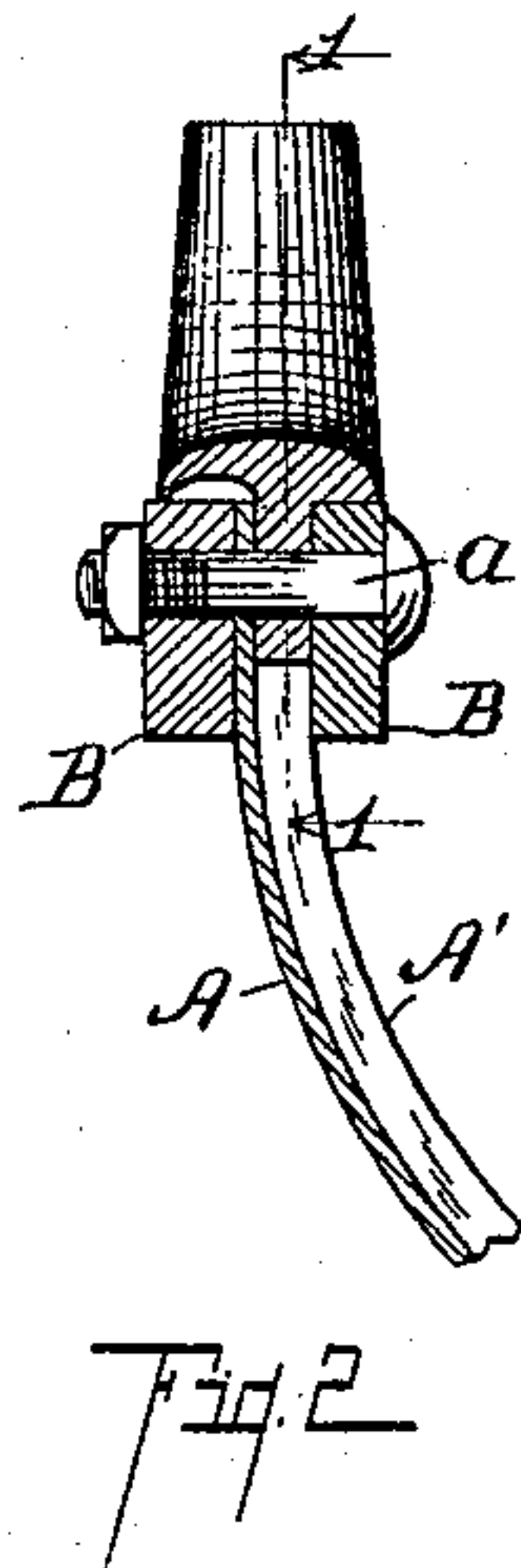
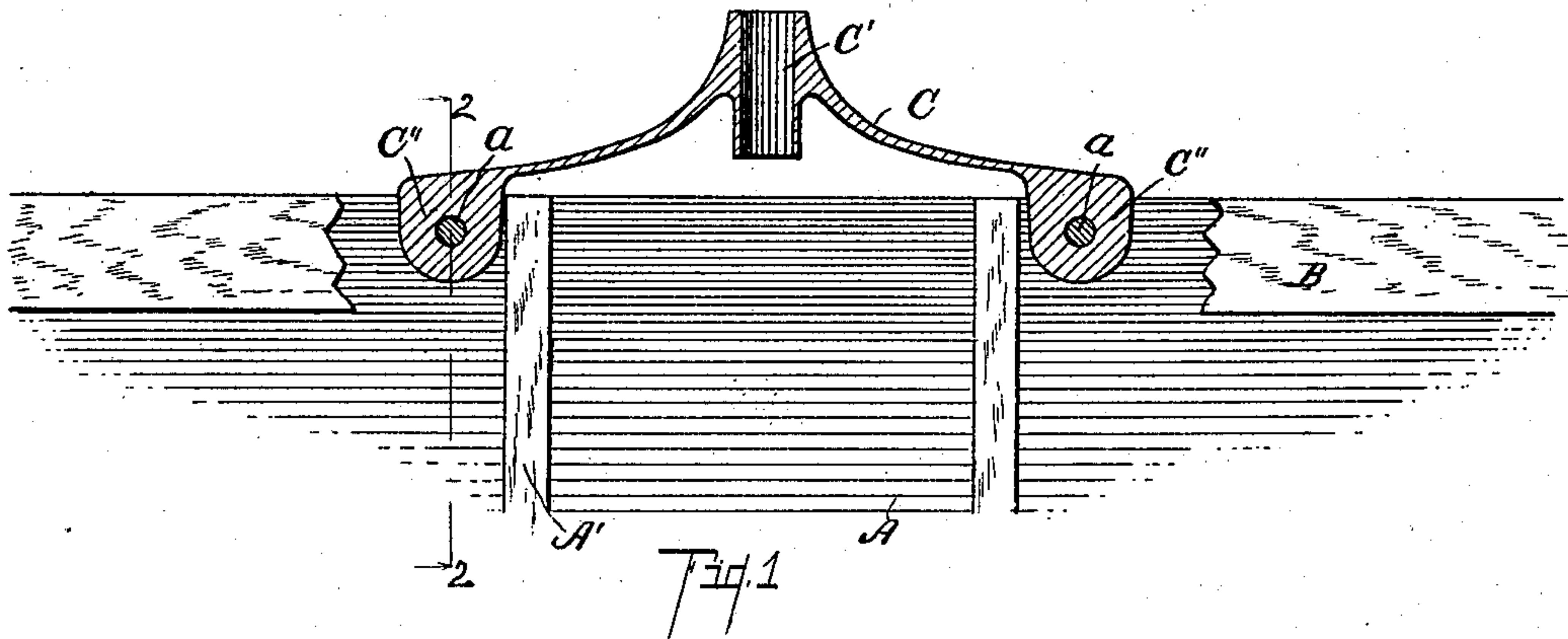
Patented Oct. 21, 1902.

L. H. BULLARD & A. E. CHAMBERS.

OAR LOCK.

(Application filed May 16, 1902.)

(No Model.)



Witnesses:

*L. E. Hood,*  
*Chas. A. Earl*

Inventors

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Att'y.

# UNITED STATES PATENT OFFICE.

LEWIS H. BULLARD AND ARTHUR E. CHAMBERS, OF DETROIT, MICHIGAN,  
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## OAR-LOCK.

SPECIFICATION forming part of Letters Patent No. 711,469, dated October 21, 1902.

Application filed May 16, 1902. Serial No. 107,562. (No model.)

*To all whom it may concern:*

Be it known that we, LEWIS H. BULLARD and ARTHUR E. CHAMBERS, citizens of the United States, residing at the city of Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Oar-Locks, of which the following is a specification.

This invention relates to improvements in rowlocks. It is particularly adapted for use on metal boats having a double rail—that is, an inner and outer rail, like that shown in Patent No. 681,363, of August 27, 1901, to Arthur E. Chambers—though it proves satisfactory in other structures.

The objects of the invention are to provide a simple and efficient rowlock which is easily and quickly attached and is not liable to loosen with use or shrinkage and one which, if this occurred, can be quickly tightened. Other objects will definitely appear in the detailed description to follow.

We accomplish the objects of our invention by the devices and means described in this specification.

A structure embodying the features of our invention is fully illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a detail longitudinal section of an oar-lock embodying the features of our invention illustrated in position on a boat, taken on line 1 1 of Fig. 2. Fig. 2 is a detail cross-sectional view of the same, taken on line 2 2 of Fig. 1. Fig. 3 is a detail perspective view of a rowlock embodying the features of our invention in an inverted position.

In the drawings all of the sectional views are taken looking in the direction of the little arrows at the ends of the section-lines, and similar letters of reference refer to similar parts throughout the several views.

Referring to the lettered parts of the drawings, A represents the wall of the boat, and A' the ribs.

B B are the inner and outer rails, all of which may be of the usual construction.

C is the body portion of the rowlock, which is preferably formed hollow to secure lightness of the same.

C' is a suitable opening to receive the lock-

pintle of the oar. Projecting downwardly from the body portion C are lugs C'', which are adapted to be inserted between the inner and outer rails of the boat. These lugs are suitably perforated to receive bolts *a a*, which are inserted through the rails and clamp the rails firmly against the lugs. The body portion rests on the top of the rails, and as the depending lugs C'' are firmly clamped between them it makes a very strong and durable rowlock and one that is not liable to work loose, and should this occur it may be quickly and easily tightened. It will be noted that the pull of the oar comes squarely on the fastenings and does not have any leverage thereon, as occurs when the locks are secured to the side of the rail.

We have illustrated our improved oar-lock specifically in the form which we believe to be preferable. We are aware that it is capable of structural changes without departing from our invention.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In an oar-lock, the combination of a body portion C, adapted to rest on the rail of a boat and having an upwardly-projecting portion C', adapted to receive the pintle of an oar; and the downwardly-projecting, centrally-located lugs C'' C'' adapted to pass between the rails of a boat and suitably perforated to receive retaining-bolts whereby the rails are clamped upon said lugs, for the purpose specified.

2. In an oar-lock the combination of a suitable body portion adapted to receive the pintle of an oar and to rest on the rails of a boat; and having downwardly-projecting perforated lugs adapted to pass between the rails of a boat and be clamped between the same, as specified.

In witness whereof we have hereunto set our hands and seals in the presence of two witnesses.

LEWIS H. BULLARD. [L. S.]  
ARTHUR E. CHAMBERS. [L. S.]

Witnesses:

CY. BULLARD,  
EDUARD P. KRAMER.