

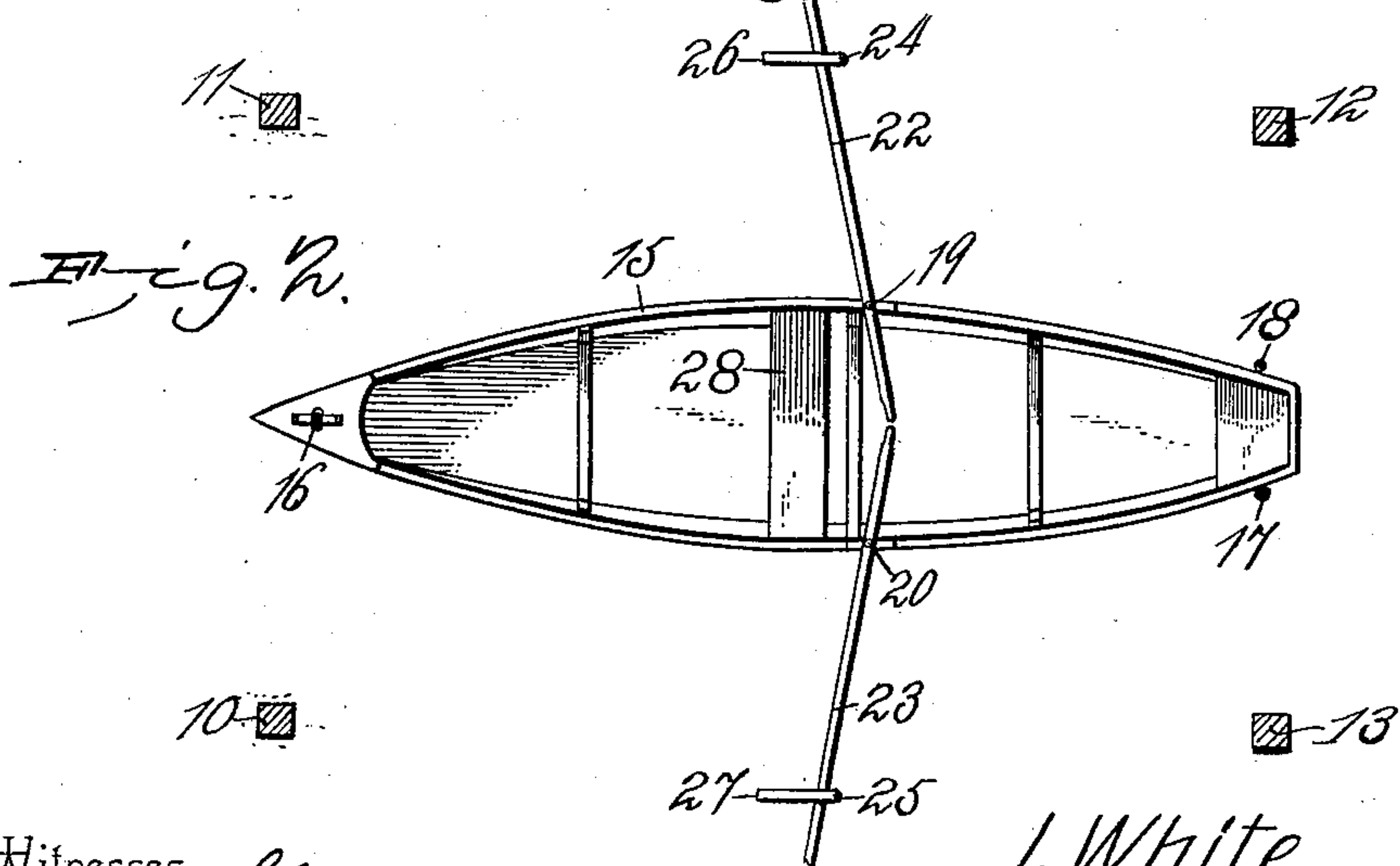
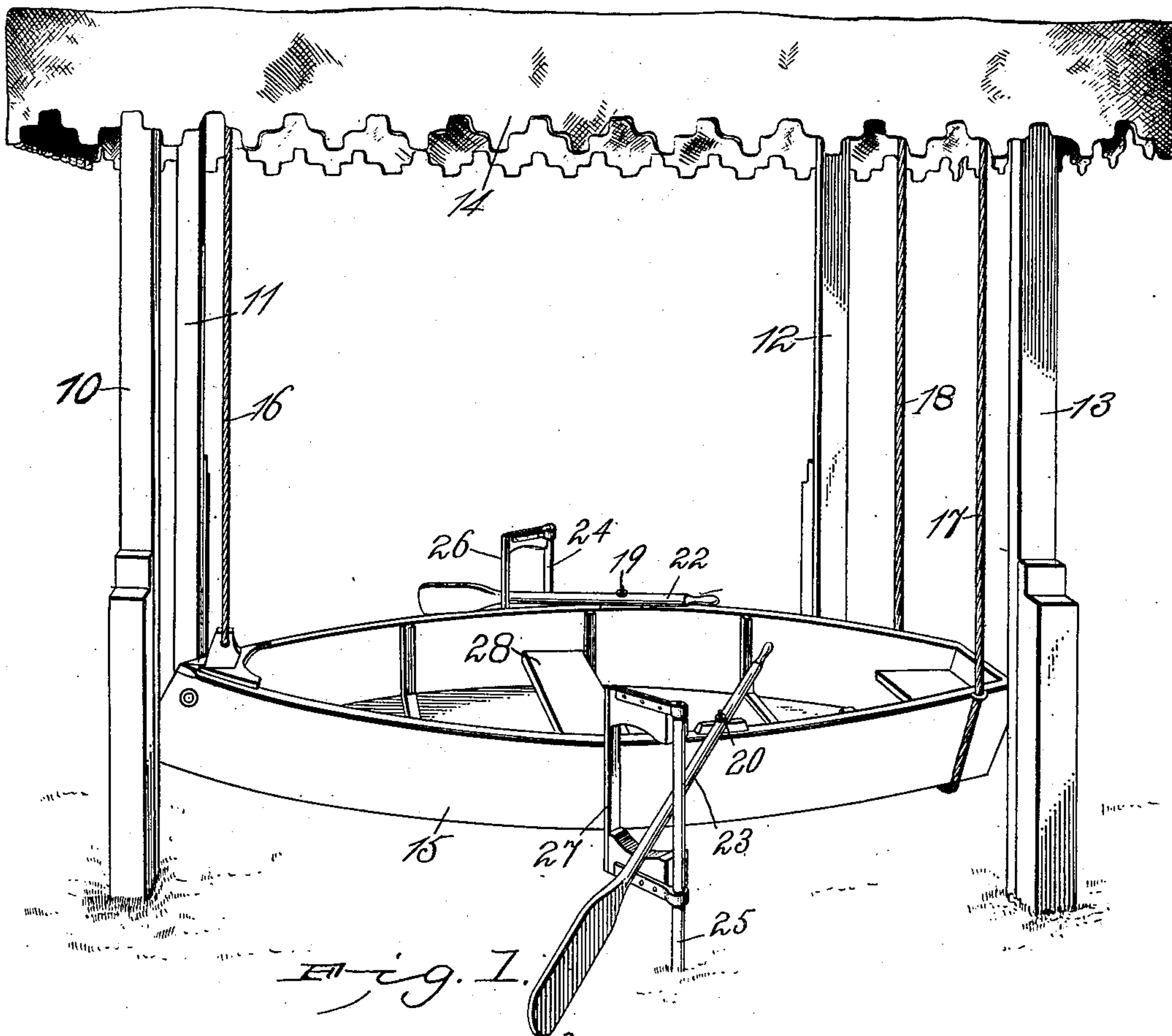
No. 713,263.

Patented Nov. 11, 1902.

J. WHITE.
SWING BOAT.

(Application filed Sept. 10, 1902.)

(No Model.)



Witnesses
E. J. Stewart
C. H. Woodward

J. White, Inventor.
by *C. A. Snow & Co.*
Attorneys

UNITED STATES PATENT OFFICE.

JOSEPH WHITE, OF OCEAN GROVE, NEW JERSEY.

SWING-BOAT.

SPECIFICATION forming part of Letters Patent No. 713,263, dated November 11, 1902.

Application filed September 10, 1902. Serial No. 122,895. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH WHITE, a citizen of the United States, residing at Ocean Grove, in the county of Monmouth and State of New Jersey, have invented a new and useful Swing-Boat, of which the following is a specification.

This invention relates to devices employed more particularly for the amusement of children, but which may be employed for exercise with oars in imitation of the rowing of a boat, and has for its object the production of a simply-constructed apparatus in which the rower can secure all of the advantages of the more expensive exercising-machines at a much less cost and with greater convenience.

The invention consists in certain novel features of construction, as hereinafter shown and described, and finally pointed out in the claims.

In the accompanying drawings, Figure 1 represents a perspective view of the improved apparatus. Fig. 2 represents a plan view thereof.

The same reference-numerals indicate corresponding parts in both the figures.

The device may be in the form of a boat or any other suitable vehicle suspended from any suitable support, and the support may be in the form of posts rising from the ground or a framework movable from place to place, or the vehicle may be suspended from the ceiling of a room or porch. For the purpose of illustration a supporting-frame is shown consisting of four posts 10, 11, 12, and 13 rising from the ground and preferably connected at their upper ends by a canopy-top 14. This frame may be of any required height or size and spaced any suitable distance apart, and I do not, therefore, wish to be limited in any manner to the form or construction of the frame, as it may be varied to suit circumstances. If the device is to be located permanently at some particular place on a lawn, the supporting-frame will preferably be in the form of posts having their lower ends supported in the ground and provided with a canopy-top, substantially as shown in the accompanying drawings, and this will be the preferable arrangement when the device is to be used out of doors. If, however, the device is to be moved from place to place, the frame

will be a portable one, or the device may be swung from any desired or suitable support, and I therefore reserve the right to make such changes and modifications in the supporting means as may be required to adapt the device to the location where it is to be used.

The vehicle in which the operator sits will preferably be in the form of a boat of any suitable size, as represented at 15, and suspended at suitable points by rods, ropes, or other suspension means, as shown. In the illustration the suspension means employed are ropes, one being shown at 16, connecting the bow of the boat, and two at 17 18, connecting the stern of the boat, with the supporting-frame; but I do not wish to be limited to the specific number of suspension means or to the material employed, as these may be modified by the form of the boat employed and by other circumstances. Generally, however, the suspension means will be made of ropes or wire cables, as indicated.

The gunwales of the boat will be provided with oar-locks of any suitable design and of the ordinary construction, as indicated at 19 20, and the boat will be provided with one or more seats, one of the seats, 28, being located in the same relative position to the oar-locks as the seat of an ordinary boat, so that the operator on the seat may readily actuate the oars, (represented at 22 23,) movably connected in the ordinary manner to the oar-locks.

The oar-locks shown are of the ordinary thole-pin variety; but it is obvious that any of the usual forms of oar-lock may be employed, as may be desired.

Located at opposite sides of the boat and at any suitable distance therefrom are standards 24 25.

When the device is used out of doors, the standards 24 25 will be in the form of stakes driven into the ground to a sufficient distance to insure the requisite rigidity, as indicated in the drawings; but when the supporting-frame is of the portable kind the standards will be a part of the framework, as will be obvious, or they may be secured to the floor of a porch or room by means of sockets securely fastened to said floor in any suitable manner and provided with suitable means

for holding the standards rigid. Engaging the standards 24 25 by one side are open links or frames 26 27, through which the outer portion of the oars pass, the links thus serving
 5 as fulcrums for the oars, as shown in Fig. 1. These links may be constructed in any suitable manner and secured to the standards either rigidly or movably, but will preferably be in the form of oblong frames hinged at one side
 10 to the standards and swinging free by their other sides, the oars slidably engaging the sides of the vertical members of the link-frames as they are operated in the act of rowing. Thus at the forward stroke the oars
 15 will engage the swinging side of the link-frames, which thus serve as a fulcrum to cause the boat to swing upon its suspension members 16 17 18, and then at the return stroke the oars will engage the side of the
 20 link-frames next to or formed by the standard, which then becomes the fulcrum by which the boat is caused to swing in the opposite direction, and by repeating these movements the boat may be vibrated upon its suspension
 25 means, the motion of the oars being exactly the same as that employed in rowing in water.

The link-frames 26 27 permit the oars to be raised and lowered in precisely the same manner as in rowing when dipping the oars into
 30 and out of water. By this simple means the occupant of the boat may exactly imitate the motion of rowing and receive all the benefit of that exercise, while at the same time imparting to the boat a swinging motion, so that
 35 the other occupants of the boat will enjoy the sensation of swinging, while the one operating the oars will enjoy both the sensation of swinging and that of rowing.

While the links 26 27 are preferably made
 40 movable, as they give better results when so mounted, yet they may be rigidly mounted when desired and serve to keep the oars in place equally well and offer the same resistance to the oars as when rowing in water.

It will be noticed that when at rest the oars are supported by the lower members of the links 26 27, so that they are at all times in position for action and require no adjustment before being used. This is an important advantage, especially when the device is used
 50 by children and others not skilled in the use of oars.

The device may be of any size to hold any number of persons and may be constructed
 55 of any suitable material. It may be constructed very simply and cheaply or more expensively, as may be preferred, but one of the advantages of the device is that it can be constructed very cheaply and its usefulness
 60 thus materially increased.

The parts may be modified to any desired extent without departing from the principle of the invention or sacrificing any of its advantages, and I therefore reserve the right to
 65 make such modifications and alterations as may fall within the scope of the claims.

I claim as my invention—

1. In a device of the class described, a vehicle movably supported and provided with oppositely-disposed oar-locks, oars movably
 70 mounted in said oar-locks, means for engagement by said oars and acting as fulcrums therefor, said fulcrum means being provided with means for regulating the upward-and-downward movement of said oars. 75

2. In a device of the class described, a vehicle movably supported and provided with oppositely-disposed oar-locks, oars movably
 80 mounted in said oar-locks, standards spaced apart and provided with means for receiving the outer ends of said oars and preventing their accidental disengagement therefrom, said means acting also as fulcrums for said oars in the rowing operation.

3. In a device of the class described, a vehicle movably supported and provided with oppositely-disposed oar-locks, standards spaced
 85 apart and provided with links, and oars movably engaging said oar-locks and links.

4. In a device of the class described, a vehicle, means for suspending said vehicle in a
 90 longitudinally-movable position, oar-locks oppositely disposed on said vehicle, standards spaced apart and provided with links, and oars movably engaging said oar-locks and
 95 links.

5. In a device of the class described, a vehicle movably suspended, oppositely-disposed oar-locks mounted on said vehicle, standards
 100 spaced apart and having movable links, and oars movably engaging said oar-locks and links.

6. The combination of, a supporting-frame, a vehicle movably suspended therefrom, oar-locks mounted on said vehicle, standards
 105 spaced apart and provided with links, and oars movably engaging said oar-locks and links.

7. In a device of the class described, a vehicle movably supported and provided with oppositely-disposed oar-locks, standards spaced
 110 apart upon opposite sides of said vehicle, open links connected by one end to said standards, and oars movably engaging said oar-locks and extending through said links and alternately
 115 engaging their opposite sides.

8. In a device of the class described, a vehicle movably supported and provided with oppositely-disposed oar-locks, a seat disposed
 120 adjacent to said oar-locks, standards spaced apart and provided with links supported movably in substantial vertical alinement with said oar-locks, and oars movably engaging said oar-locks and links.

9. In a device of the class described, a boat
 125 mounted to swing longitudinally and provided with oppositely-disposed oar-locks, standards spaced apart at opposite sides of said boat, and links having apertures and movably connected to said standards, and
 130 oars movably engaging said oar-locks and extending through the apertures in said links.

10. In a device of the class described, a support, a vehicle suspended to swing from said support and provided with oar-locks mounted on opposite sides thereof, oars movably mounted in said locks, and oar-engaging devices disposed at opposite sides of said vehicle and adapted to serve as fulcrums for said oars.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOSEPH WHITE.

Witnesses:

ERNEST N. WOOLSTON,
FREDERICK A. SMITH.