

No. 797,235.

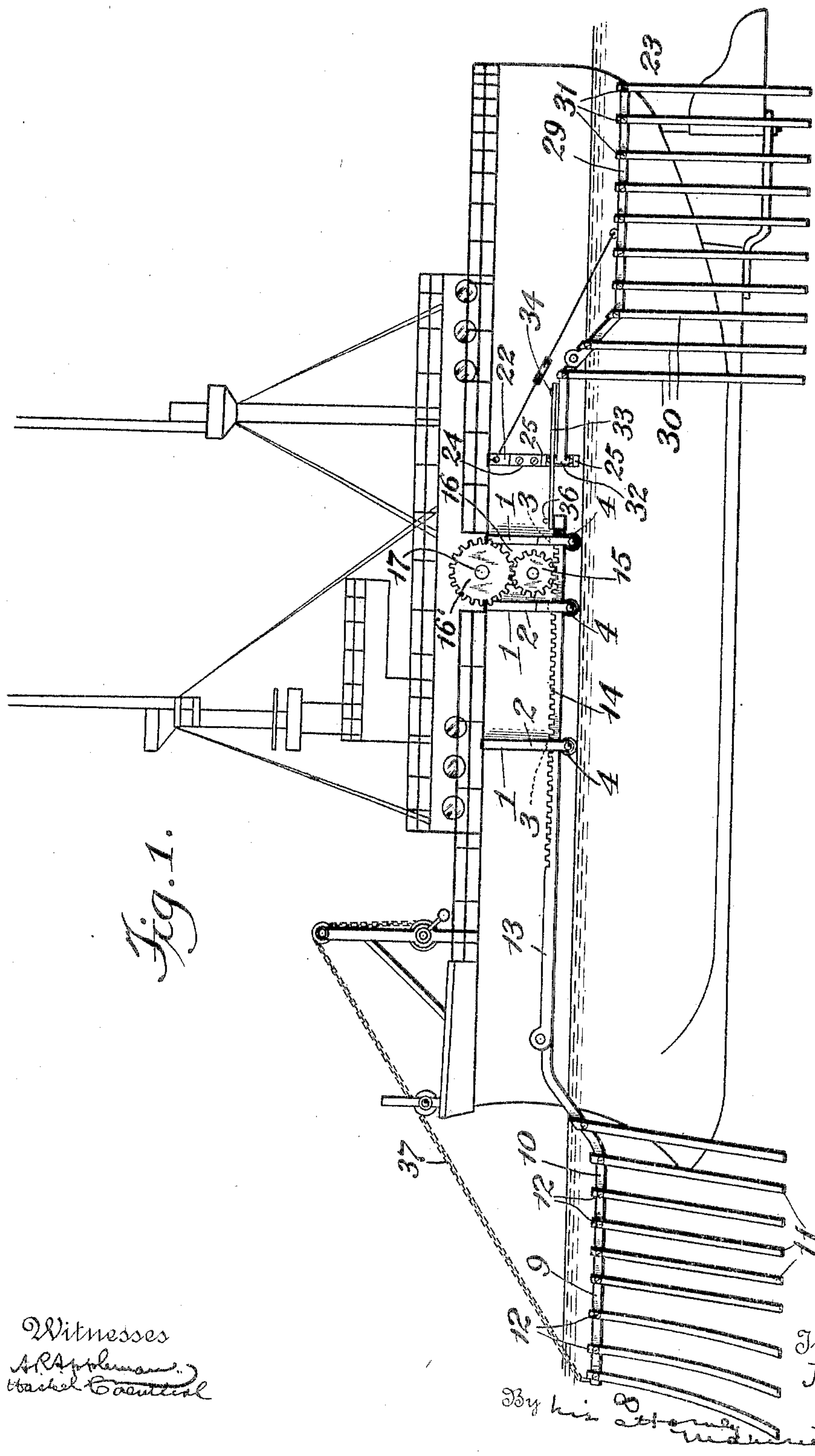
PATENTED AUG. 15, 1905.

J. SLONKA.

WAR SHIP.

APPLICATION FILED JULY 30, 1904.

2 SHEETS—SHEET 1.



Witnesses
A. R. Appleman
Charles B. Gault

Inventor
John Slonka

By his attorney
Wm. H. Block

No. 797,235.

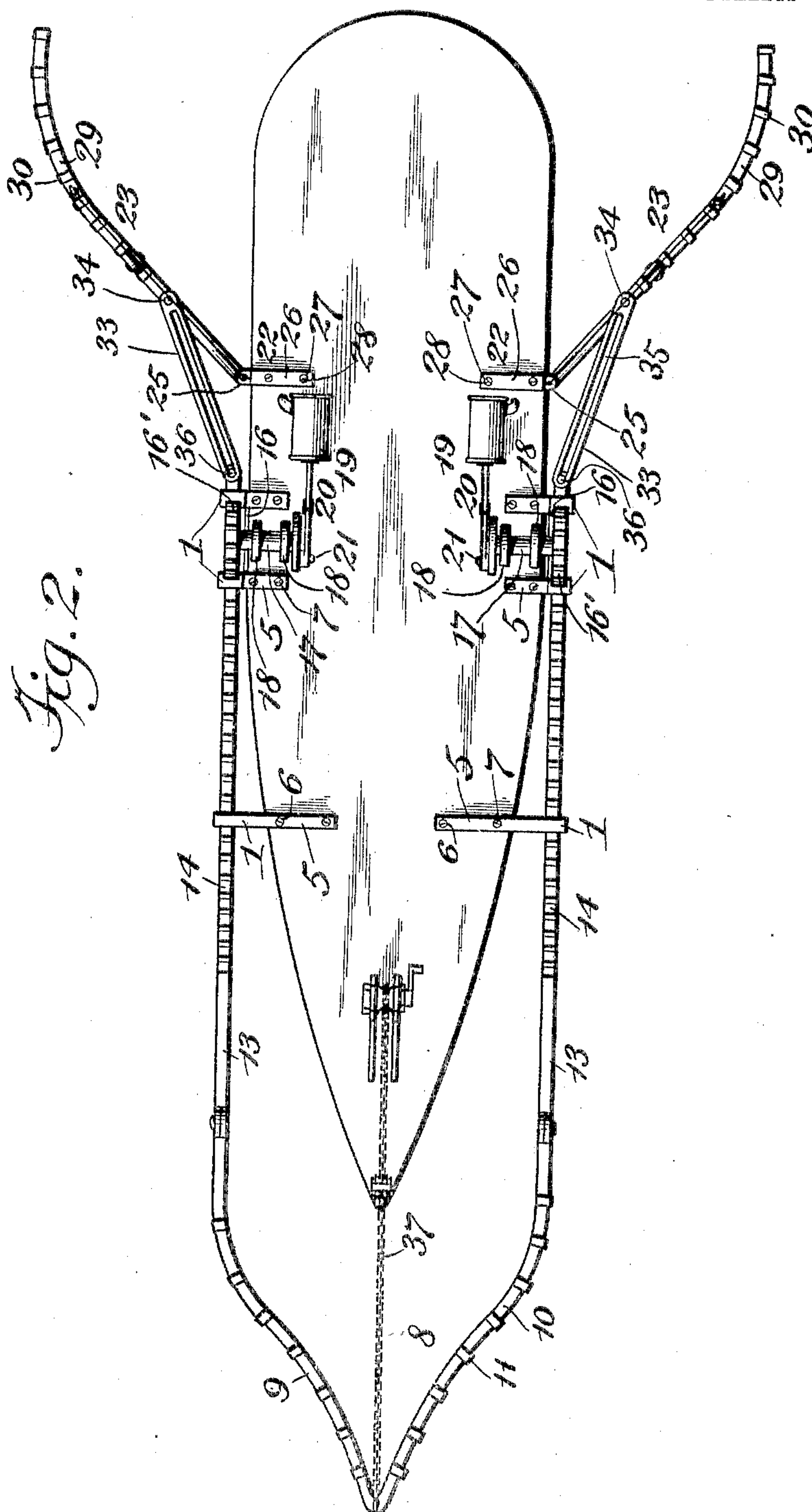
PATENTED AUG. 15, 1905.

J. SLONKA.

WAR SHIP.

APPLICATION FILED JULY 30, 1904.

2 SHEETS—SHEET 2.



Witnesses
Asst. Applesman
Charles Corwin

Inventor
John Slonka,
By his Attorney
Wm. B. Block

UNITED STATES PATENT OFFICE.

JOHN SLONKA, OF YONKERS, NEW YORK, ASSIGNOR OF ONE-HALF TO
JOSEPH KAMP, OF YONKERS, NEW YORK.

WAR-SHIP.

No. 797,235.

Specification of Letters Patent.

Patented Aug. 15, 1905.

Application filed July 30, 1904. Serial No. 218,795.

To all whom it may concern:

Be it known that I, JOHN SLONKA, a subject of the Emperor of Austria-Hungary, residing at Yonkers, Westchester county, State of New York, have invented certain new and useful Improvements in War-Ships, of which the following is a specification.

My invention relates to guards for war-ships. It has for its object to provide a guard adapted to protect war-ships from injury by mines in their course by warding off and exploding such mines out of dangerous proximity to the vessels.

It has for a further object to provide a device of the character set forth combining advantages in point of perfect operation, simplicity, strength, inexpensiveness, and adjustability.

In the drawings, Figure 1 is a side elevation of a boat having my device applied thereto. Fig. 2 is a plan view of the same.

Corresponding parts in both figures are denoted by the same reference characters.

Referring to the drawings, 1 designates hangers suspended over the sides of the vessel, each comprising a vertical portion 2, having a slot 3 in its lower end, in which is journaled a grooved roller 4, and a horizontal portion 5, extending inwardly from its upper end, having holes 6, through which screws 7 pass into the deck of the ship to secure the supports in place. The front fender 8 comprises an acute-angular frame 9, formed of a bar 10 and provided with downwardly-extending prongs 11, conforming to the contour of the hull of the ship and having their upper ends bent around the bar 10 and secured thereto by rivets 12, and to adapt this fender to be raised and lowered the rear ends of the bar 10 are pivoted to the front ends of the bars 13. The bars 13 project through the slots in the hangers 1 and rest and slide on the rollers 4 therein and are provided with racks 14, engaged by pinions 15, journaled on plates 16, connecting two of the hangers 1, and the pinions 15 are engaged by gears 16' on the outer ends of shafts 17, journaled in bearings 18 on the opposite sides of the deck of the ship.

For the purpose of revolving the pinions 15, and thereby sliding the bars 13 back and forth, motors 19 are employed, the pistons 20 of which are connected by wrist-pins 21 to disks on the inner ends of the shafts 17.

Hangers 22 are suspended over the sides of the vessel at the rear of the hangers 1 for supporting the rear fenders 23, each comprising a vertical portion 24, having bearings 25 on its lower end, and a horizontal portion 26, extending inwardly from its upper end, having holes 27, through which screws 28 pass into the deck of the ship to secure the supports in place.

Each rear fender 23 comprises a bar 29, provided with downwardly-extending prongs 30, conforming to contour of the hull of the vessel and having their upper ends bent around the bar 29 and secured thereto by rivets 31.

The inner end of each bar 29 is provided with a short vertical shaft 32, having pointed ends, and is journaled in the bearings 25 on the hanger 22, adapting the rear fenders 23 to swing laterally, and for the purpose of furnishing an additional support for each back fender the outer end of a wire cable is connected to the outer end of the bar 29 and the inner end pivotally connected to its hanger in any suitable manner. To adapt said fenders to be projected or withdrawn simultaneously, one end of a slotted link 33 is pivoted at 34 to each bar 29, and the slot 35 therein is engaged by a pin 36 on the inner end of each rod 13.

It will be understood from the foregoing description that when the bars 13 are slid forwardly by the motors the front fender is projected and at the same time the pins 36 slide to the inner ends of the slots 35 in the links, turn said links, and slide to the opposite ends of the slots therein, and then pull on the links and throw out the rear fenders, and that when the motors are reversed the bars 13 will be drawn backwardly, withdrawing the front fender, and at the same time the pins 36 slide to the inner ends of the slots 35 in the links, simultaneously drawing the rear fenders in, and then turn the links and slide to the opposite ends of the slots therein.

To raise and lower the front fender 8, one end of a cable 37 is attached to the fender, and the other end is attached to and wound on a windlass on the deck of the ship.

I do not desire to be understood as limiting myself to the details of construction and arrangement as herein described and illustrated, as it is manifest that variations and modifications may be made in the features of con-

struction and arrangement in the adaptation of the device to various conditions of use without departing from the spirit and scope of my invention and improvements. I therefore reserve the right to all such variations and modifications as properly fall within the scope of my invention and the terms of the following claims.

Having thus described my invention, I claim and desire to secure by Letters Patent—

1. A guard for vessels, comprising a front forwardly-projectable fender having rearwardly-extending bars provided with racks, rear pivoted laterally-projectable fenders connected with and operated by said bars and pinions engaging the racks of said bars and reciprocating them, substantially as described.

2. A guard for vessels, comprising a forwardly-projectable fender having rearwardly-

extending bars, rear pivoted laterally-projectable fenders connected with and operated by said bars and means for reciprocating said bars, substantially as described.

3. A guard for vessels, comprising a front forwardly-projectable fender, rear pivoted laterally-projectable fenders and pivoted links connecting said fenders for simultaneous operation, substantially as described.

4. A guard for vessels, comprising a front forwardly-projectable fender, rear pivoted laterally-projectable fenders and pivoted slotted links connecting said fenders for simultaneous operation, substantially as described.

JOHN SLONKA.

Witnesses:

MAURICE BLOCK,
HASKEL COENTHAL.