No. 869,399. PATENTED OCT. 29, 1907.

W. P. WALTER.

ADJUSTABLE TOP FOR LAUNCHES.

APPLICATION FILED APR. 22, 1907.

Fig. 1.

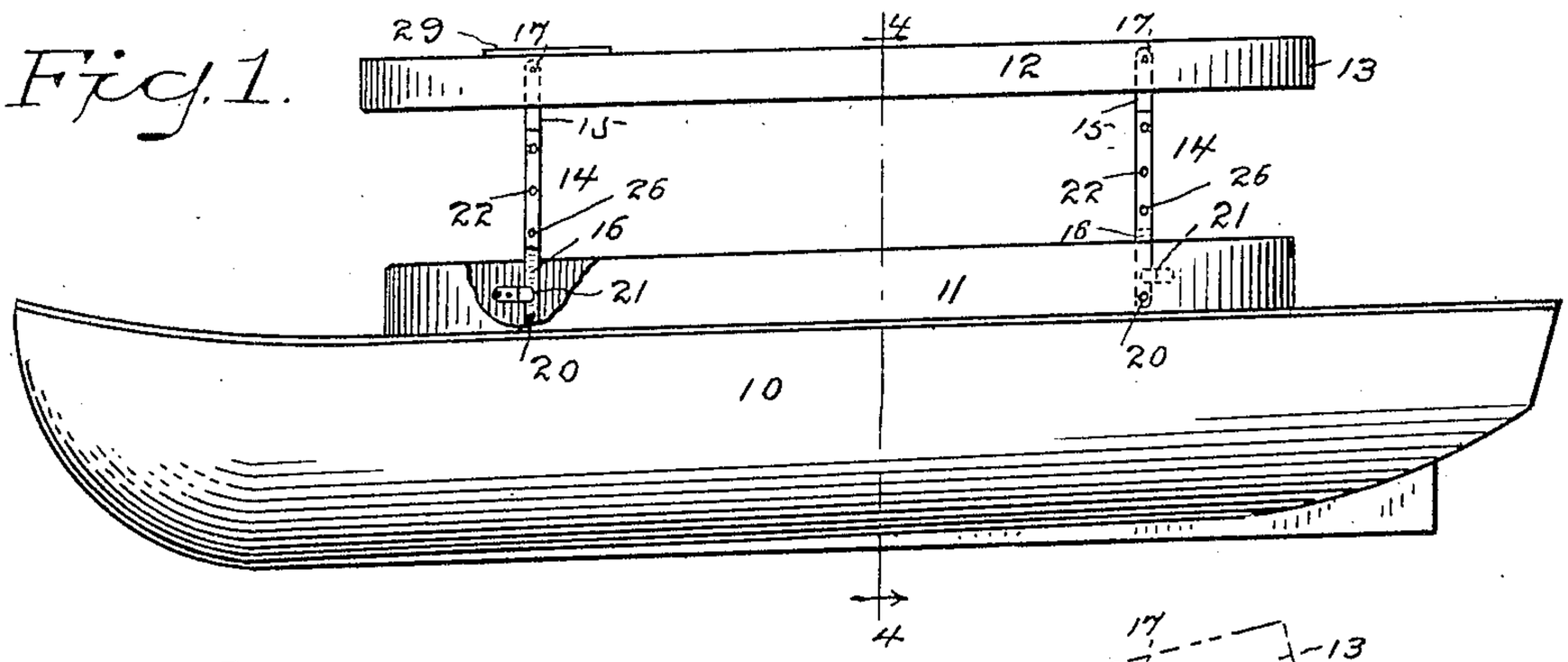


Fig. 2.

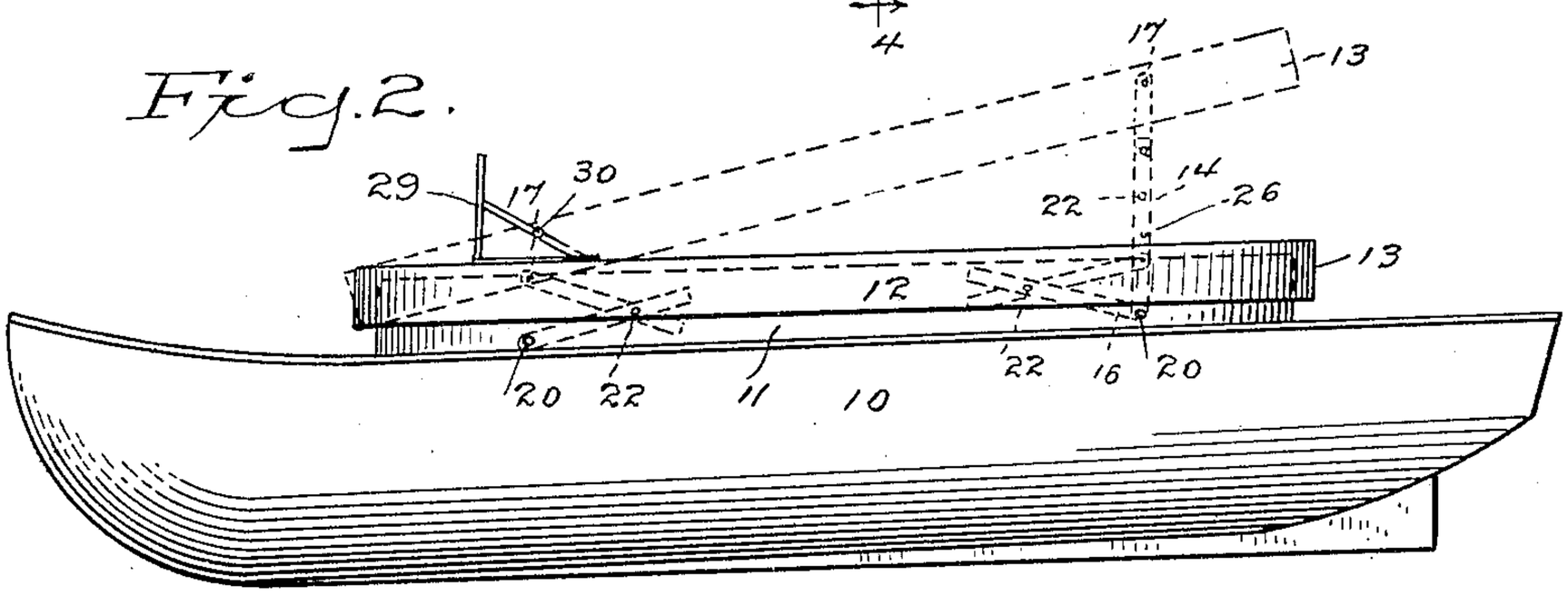


Fig. 3.

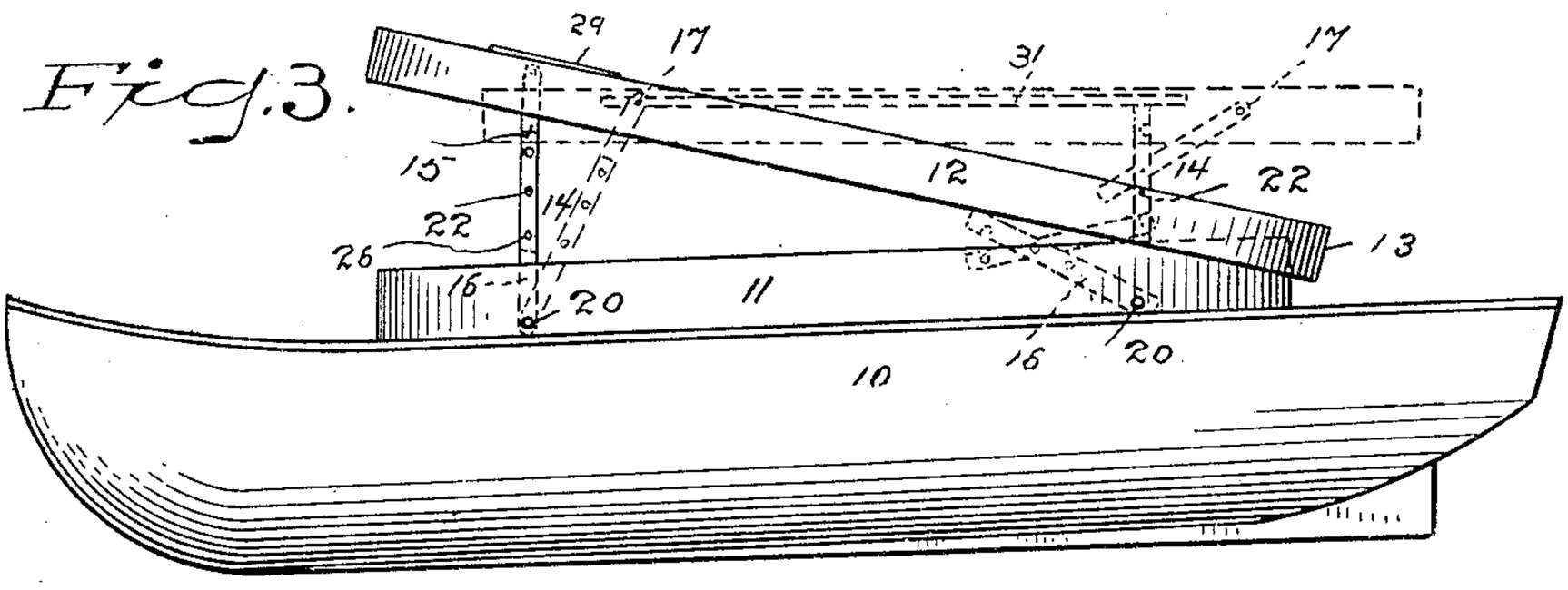


Fig. 5.

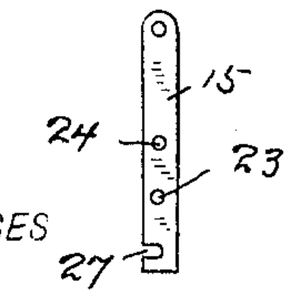


Fig. 4.

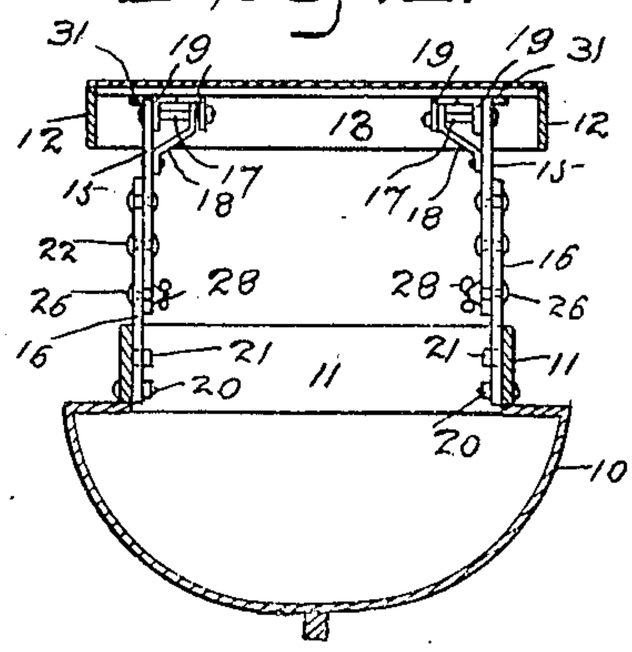
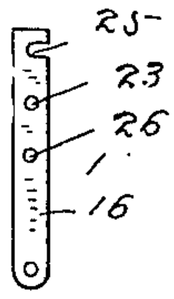


Fig. 6.



WITNESSES

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ADJUSTABLE TOP FOR LAUNCHES.

No. 869,399. Specification of Letters Patent. Patented Oct. 29, 1907.

Application filed April 22, 1907. Serial No. 369,471.

To all whom it may concern:

Be it known that I, WALTER PENN WALTER, a citizen of the United States, residing at Stamford, county of Fairfield, State of Connecticut, have invented a new and useful Adjustable Top for Launches, of which the following is a specification.

This invention has for its object to provide an adjustable top for launches, which may be quickly raised or lowered, may be locked in the raised position or closed down over the cock pit tightly, or either end of which may be raised leaving the other end in engagement with the cock pit and closing either end as may be desired, or which may be pushed backward or forward while raised leaving one end of the cock pit uncovered for convenience in taking passengers.

In the accompanying drawing forming a part of this specification, Figure 1 is an elevation of a launch showing my novel adjustable top as locked in the raised position; Fig. 2 a similar view showing the top in full lines in the closed position and in dotted lines with the rear end raised and the front end depressed and in engagement with the cock pit; Fig. 3 a similar view showing the top in full lines with the forward end raised and the rear end depressed and in engagement with the cock pit and showing in dotted lines the top in a raised position and pushed backward, as when taking passengers; Fig. 4 a transverse section on the line 4—4 in Fig. 1, looking in the direction of the arrows; and Figs. 5 and 6 are detail views of the parts of one of the standards detached.

10 denotes the hull of a launch, 11 the combing of the cock pit and 12 the top which may be made in any suitable manner, as a frame covered with canvas, and is provided with a depending flange 13 which when the top is lowered, fits over and surrounds the combing. The top is supported in the raised or partly raised position by means of folding standards indicated by 14. The standards, four or more in number, each comprise two metal strips indicated respectively by 15 and 16. Each part 15 is pivoted to the top by means of a bolt 17 which passes through said part, through a brace 18 rigidly secured thereto and through angle pieces 19 rigidly secured to the top. Part 16 is pivoted to the combing by means of a bolt 20.

21 denotes offset supports on the inner side of the combing which are set before the front standards and behind the rear standards and receive said standards in the raised position and act to prevent the front standards from swinging forward past the raised position, and the rear standards from swinging backward past the raised position.

Parts 15 and 16 of the standards are pivoted together by studs 22 which pass through holes 23 in said parts. Part 15 is provided with a pin 24 which in the raised position engages a notch 25 in part 16, and part 16 is provided with a bolt 26 which in the raised position passes into a notch 27 in part 15 and is provided with a wing nut 28 which when turned down on part 15 clamps the two parts together and locks them in the raised position.

The operation is as follows: In the drawing I have illustrated the use of four standards which is enough for ordinary small sized launches, but more may be used if preferred. In Fig. 1 I have shown the top raised and forming an awning for the cock pit, which is the ordinary use of the top in pleasant weather and in light rain. When the launch is not in use or in very rough weather, the standards may be folded inward by loosening the wing nuts slightly and the top closed down upon the combing, as in Fig. 2. This protects the interior of the launch from the heat of the sun and from the entrance of rain or dirt as the flange 13 incloses the combing, and by locking the top makes the launch burglar-proof. In order to enable the launch to be used in a severe storm with the top down, I provide a trap door in the top, indicated by 29, which is held raised by jointed braces indicated by 30. This enables the pilot to stand by the wheel and see where to go. In running into a head wind or storm or when waves are dashing over the bow of the launch, the forward end of the top may be lowered upon the combing and the rear end left raised as in dotted lines in Fig. 2. This protects the occupants and keeps the water out of the cock pit. In Fig. 3 I have shown in full lines the forward end of the top as raised and the rear end as lowered and resting upon the combing. This is a use of the top that would protect occupants of the cock pit from the sun in certain positions or from a rear storm, and would protect the launch when anchored stern to. In order to avoid the inconvenience of stooping to pass under the top in taking passengers, the top may be pushed toward the rear, as shown in dotted lines in Fig. 3, or toward the front if preferred, the latter position not being shown in the drawing. In order to push the top backward, as in dotted lines in Fig. 3, the wing nuts of the rear standards are loosened, which permits parts 15 of the rear standards to swing backward leaving parts 16 of the rear standards bearing against offset supports 21, as before. The front standards remain locked in the extended position and swing backward still supporting the top. The rear end of the top is supported through the engagement of one of the longitudinal strips of the frame, indicated by 31, (see Fig. 4 in connection with Fig. 3) with the upper ends of parts 16 of the rear standards. In this position of the top, passengers may be taken aboard without the necessity of stooping to climb in under the top. The top may be pushed forward in the same manner by loosening the wing nuts of the forward standards, allowing parts 15 of the forward standards to swing forward, parts 16 re-

maining in engagement with offset supports 21 and the rear standards inclining forward in the extended position. This would enable passengers to be taken on at the stern without stooping to climb under the top.

Having thus described my invention I claim:

1. The combination with the combing of a launch, of a continuous vertically movable top having a depending flange inclosing the combing in its lowered position, and folding standards by which the top may be retained in the raised position.

2. The combination with the combing of a launch, of a vertically movable top having a depending flange inclosing the combing in its lowered position, folding standards by which the top may be retained in the raised position and offset supports on the combing by which the front standards are held against swinging forward and the rear standards against swinging backward.

3. The combination with the combing of a launch, of a vertically movable top having a depending flange inclosing the combing in its lowered position, and standards by which the top is supported in the raised position, said standards comprising parts pivoted to each other and to the top and combing respectively and means for locking the standards independently in the extended position, substantially as described, for the purpose specified.

4. The combination with the combing of a launch and a vertically movable top having a depending flange inclosing the combing in its lowered position, of standards comprising parts pivoted to each other and to the top and combing respectively, means for locking the standards independently in the extended position, and offset supports on the combing which prevent the front standard from swinging forward and the rear standard from swinging backward, so that the top may be raised or lowered or either end may be raised the other remaining lowered, or the top when raised may be pushed either backward or forward to permit the taking of passengers.

5. The combination with the combing of a launch and a top having a depending flange adapted to engage the combing, of standards comprising parts 15 pivoted to the top and parts 16 pivoted to the combing, said parts 15 having pins adapted to engage notches in parts 16, and parts 16 having bolts adapted to engage notches in parts 15, said bolts being provided with wing nuts whereby the standards may be locked in the extended position.

6. The combination with the combing of a launch, of a continuous vertically movable top having a trap door and having a depending flange engaging the combing in its lowered position, and folding standards by which the top may be retained in the raised position, the trap door enabling the pilot to steer when the top is in the closed position.

7. The combination with the combing of a launch and a top, of standards comprising parts 15 pivoted to the top and parts 16 pivoted to the combing, pivots connecting said parts to each other, bolts in parts 16, notches in parts 15 engaged by said bolts, wing nuts on said bolts for locking the parts in the extended position and means for preventing the rear standards from swinging backward so that when the wing nuts of the rear standards are loosened, parts 15 of the rear standards may be swung backward leaving the top to rest on parts 16, and the forward standards may be swung backward while extended and will support the top, substantially as described, for the purpose specified.

In testimony whereof I affix my signature, in presence of two witnesses.

WALTER PENN WALTER.

Witnesses:
ALBERT BILLINGHAM,
JOHN A. WENDLE.