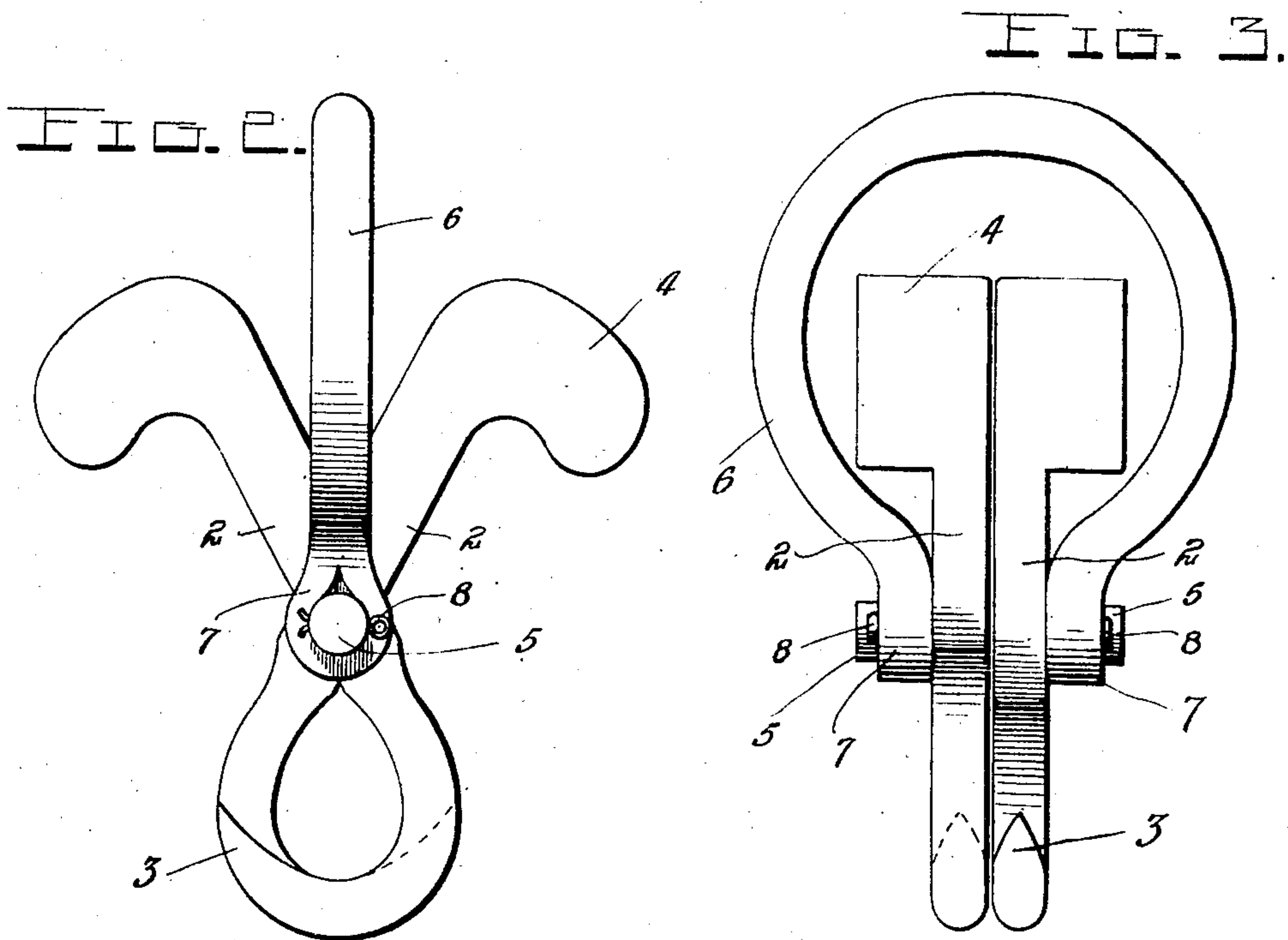
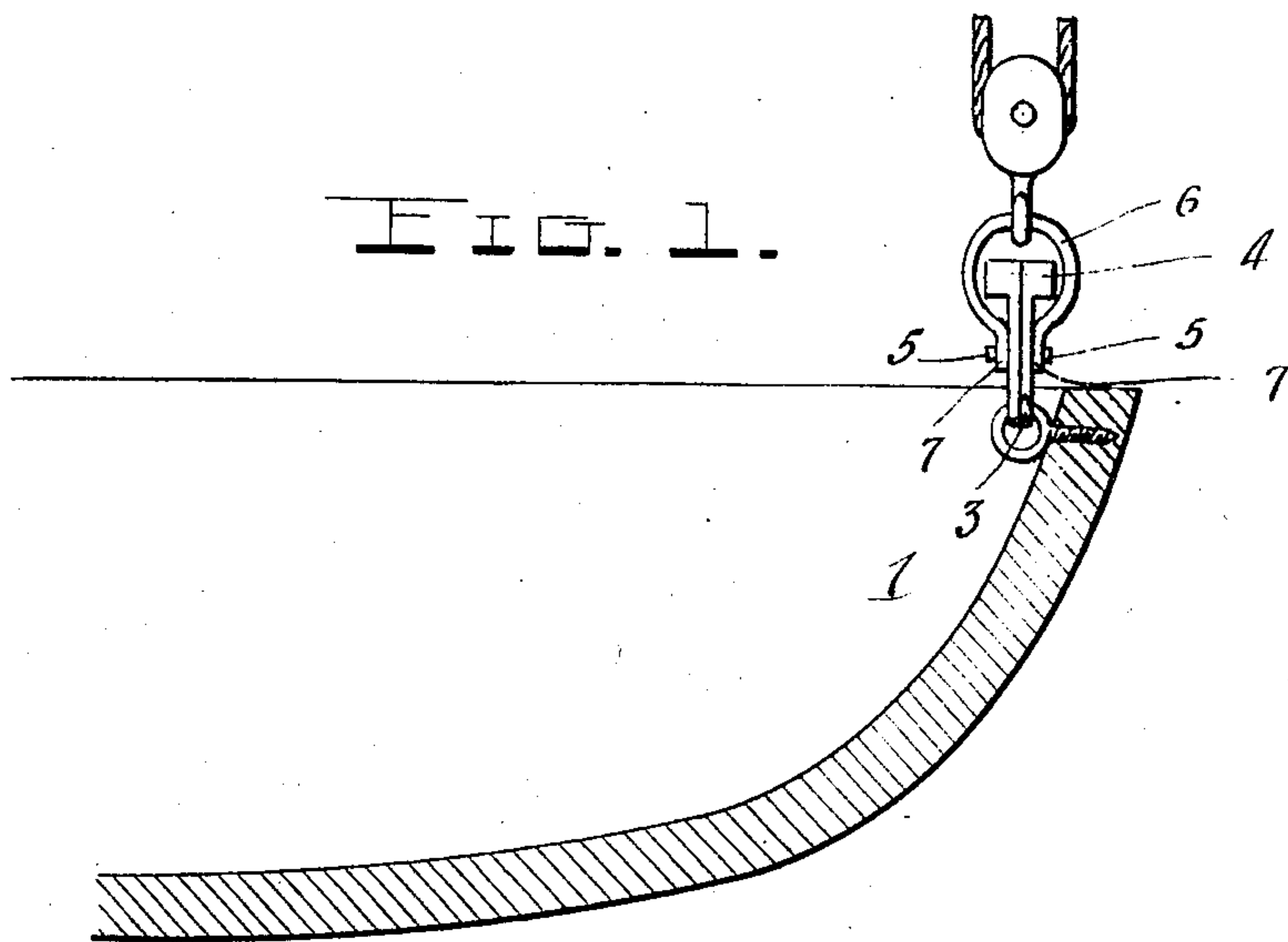


No. 891,598.

PATENTED JUNE 23, 1908

K. J. DALY.  
BOAT RELEASING DEVICE.  
APPLICATION FILED AUG. 5, 1907.



Witnesses

Chas. L. Griesbauer.

C. H. Griesbauer

By

Inventor:  
Kieran John Daly.

A. B. Wilson

Attorney

# UNITED STATES PATENT OFFICE.

KIERAN JOHN DALY, OF SAN FRANCISCO, CALIFORNIA.

## BOAT-RELEASING DEVICE.

No. 891,598.

Specification of Letters Patent.

Patented June 23, 1908.

Application filed August 5, 1907. Serial No. 387,170.

*To all whom it may concern:*

Be it known that I, KIERAN JOHN DALY, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Boat-Releasing Devices; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has relation to new and useful improvements in boat releasing devices, and has for its object the production of simple and economical means of this character, through the use of which a boat is automatically released upon reaching or entering the water.

With the foregoing and other objects in view, the invention consists of certain new and useful combinations of parts illustrated in the drawings, and particularly pointed out in the appended claims.

In the accompanying drawings: Figure 1 is a side elevation of a section of a boat with the invention attached thereto. Fig. 2 is an enlarged detailed view of the releasing means detached from position; and Fig. 3, is also an enlarged detailed view of the releasing means turned at right angles to the position assumed in Fig. 2.

In the embodiment illustrated, a section of a boat 1 is shown.

In carrying out the invention, two corresponding clutch members 2, bent to form hooks 3 at their lower ends and provided with or terminating in suitable enlargements or heads 4 to cause said ends to be considerably heavier than the opposite or hook ends, are employed. In practice said clutches are pivoted at suitable points intermediately of their ends to a pin or axle 5, so as to swing in opposite directions relative to each other.

A handle 6, preferably in the form of a split ring having its ends bent outwardly to form straight portions 7, apertured to receive the ends of the pin or axle 5 is employed as a part of a suspension for the hooks. The ends of the pin or axle are preferably apertured to receive cotter pins 8 or other equivalent means for removably securing the handle in position. Said handle serves two distinct functions, viz: that of holding the

clutch members in operative position on the pin or axle and as an engaging means for a block or tackle, or other equivalent means employed to move the boat to the water.

In practice, a block and tackle, or other equivalent means to move the boat to the water is connected to the handle 6. By pulling on the tackle, a corresponding pull is communicated to the pin or axle, and causes, as will be obvious, the weighted ends of the clutch members to swing inwardly toward each other, and the opposite or hooked ends of said members to engage with suitable engaging means attached to the boat at a suitable point. As soon as the boat strikes or enters the water, the tension on the block and tackle or other means employed for moving the boat is removed when the weighted ends of the clutch members swing laterally in opposite directions and release the hooked ends thereof from engagement with the means attached to the boat, with which they were engaged.

From the foregoing description taken in connection with the drawings, it is thought, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

I claim

A boat releasing device of the character specified, embracing a pivot member, two clutch members formed at their inner ends with inwardly curved portions, constituting hooks, and at their outer or opposite ends with outwardly curved enlargements, constituting weights, pivoted to the pivot member in relative sidewise relation to swing in relatively opposite directions when a pull is exerted on the pivot member, and a handle in the form of a split ring having its ends bent to form laterally spaced straight apertured portions to receive the ends of the pivot member, the body of the handle extending above the weighted ends of the clutch members.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

KIERAN JOHN DALY.

Witnesses:

R. REED,  
ALFRED FUHRMAN.