

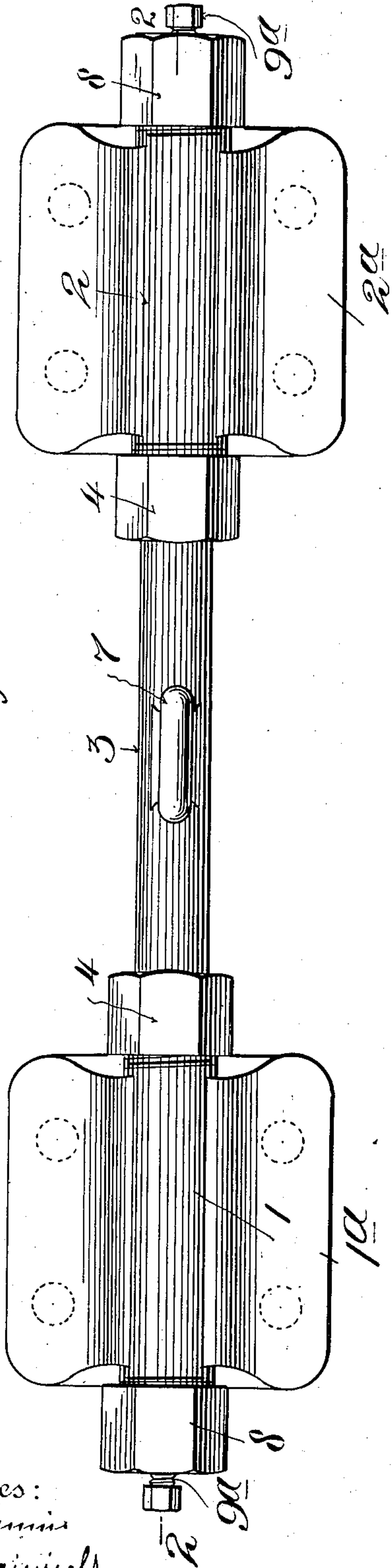
No. 894,243.

PATENTED JULY 28, 1908.

H. P. THORN.
DECK TRAVELER.

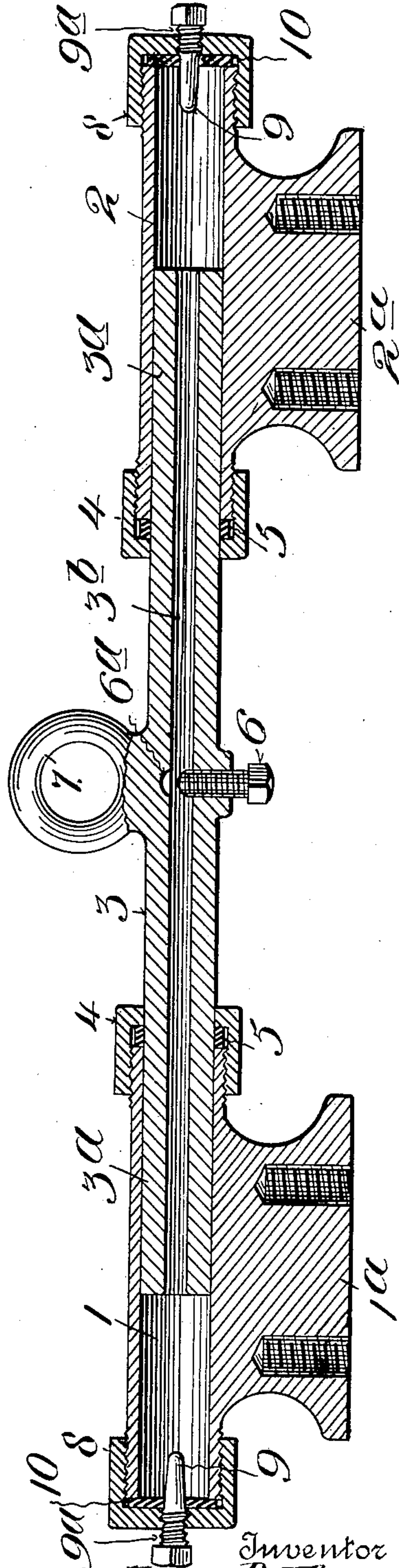
APPLICATION FILED SEPT. 17, 1907.

Fig. 1.



Witnesses:
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Fig. 2.



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UNITED STATES PATENT OFFICE.

HENRY P. THORN, OF NEW YORK, N. Y.

DECK-TRAVELER.

No. 894,243.

Specification of Letters Patent.

Patented July 28, 1908.

Application filed September 17, 1907. Serial No. 393,346.

To all whom it may concern:

Be it known that I, HENRY P. THORN, a subject of the King of England, and resident of New York city, borough of Manhattan, in the county of New York and State of New York, have invented certain new and useful Improvements in Deck-Travelers, of which the following is a specification.

On yachts and other sailing vessels it is customary to fasten to the deck or other support a bar upon which the eye or ring of the block of the main sheet or rope may slide back and forth as the vessel tacks or comes about, but with that construction when the main sail jibes and the block is thereby carried quickly and forcibly across the rod or traveler there is danger of springing or breaking the boom or main sheet and otherwise endangering the vessel, because of the sudden stoppage of the block at the end of the bar.

The object of my invention is to provide a traveler that will permit the block of the main sheet or other rope to slide or travel across the deck with resistance to obviate the shock incident to the swinging of the boom during jibing, to reduce the strain on the parts and aid in preventing the breaking or bending of the boom or the breaking of the main sheet or rope.

In carrying out my invention I provide a pair of cylinders located in line or opposed and secured upon the vessel deck or other suitable support, and I locate pistons or plungers within said cylinders with a passage or bore within said pistons communicating with said cylinders, and to said pistons I attach a block of the main sheet or rope, and within said cylinders and the passage of said pistons I place a suitable fluid, such as glycerin, which will resist the movement of the pistons in either direction and yet permit the pistons to move gradually the required distance to the limit of their outward movement in the respective cylinders.

My invention also comprises novel details of improvement that will be more fully hereinafter set forth and then pointed out in the claims.

Reference is to be had to the accompanying drawings forming part hereof; wherein,

Figure 1 is a plan view of a deck traveler embodying my invention, and Fig. 2 is a central section thereof.

In the accompanying drawings the numerals 1, 2, indicate suitable cylinders shown provided with bases 1^a, 2^a, adapted to be at-

tached to a vessel deck or other support, and at 3 is a piston the opposite ends 3^a of which enter the opposed cylinders, and are adapted to slide back and forth therein, all so arranged that when one piston end is at the outer end of one cylinder the other piston end will be near the inner end of the opposite cylinder, and vice versa. The bore 3^b of said piston communicates with both cylinders. Suitable nuts 4 and packing 5 close the inner ends of the cylinders to keep tight joints as the pistons slide. At 6 is a screw fitted to tube 3 and adapted to pass across bore 3^b to regulate the freedom of flow of fluid through said bore, and said screw may enter a socket 6^a, or fit firmly against the wall of the bore, to prevent the flow of any fluid therethrough. To the piston 3 is to be attached a block of the main sheet or other rope of a vessel, and for this purpose I have shown said piston provided with an eye 7 to receive the eye or ring of the block. At the outer ends of the cylinders I have shown caps 8 screwed thereon and provided with tapering plugs 9 shown extended into the cylinders and having threads or screws 9^a, which plugs are adapted to enter the ends of bore 3^b to control the flow of fluid through such bore, and by adjusting such plugs lengthwise of the cylinders the flow of fluid into bore 3^b may be regulated as desired.

With my improvements fastened upon the deck or other part of a vessel, and the cylinders and bore 3^b of piston 3 filled with a suitable fluid, such as glycerin, and a block of a main sheet or rope attached to eye 7, the pressure from the sail attached to said block will cause the pistons to move toward the adjacent or corresponding cylinder, whereupon fluid will be pressed out of such cylinder through bore 3^b into the opposite cylinder, and each time that the block is shifted from one side of the deck to the other the pistons will slide in their cylinders and be resisted by the fluid in the cylinder toward which the pistons slide until such fluid has passed through bore 3^b into the opposite cylinder. If the boom should swing suddenly from one side of the vessel to the other, when the sail jibes, the sudden strain on the block caused by the jibing will be cushioned or resisted by the pressure of the corresponding piston against the fluid in its cylinder which will thereby be forced through 3^b into the other cylinder and ease the shock from the jibing. As the piston reaches the

plug 9 the freedom of flow of fluid from the cylinder will be decreased gradually and thereby check the shock of the piston coming forcibly against the cap 8, or its interposed packing 10.

Changes may be made in the details of arrangement shown and described without departing from the scope of the appended claims.

10 Having now described my invention what I claim is:

1. A deck traveler comprising a plurality of opposed cylinders, a piston the opposite ends of which are located in said cylinders
15 and provided with a passage communicating with said cylinders, and means for connecting the piston with a rope.

2. A deck traveler comprising a pair of opposed cylinders, a piston the opposite ends of
20 which are located in said cylinders, and spaced apart a distance less than the distance between the outer ends of said cylinders, and provided with a passage communicating with said cylinders, and means to connect
25 said piston with a rope.

3. A deck traveler comprising a pair of opposed cylinders, a piston having opposite ends entering said cylinders, and having a bore communicating with said cylinders,
30 means to connect said piston with a rope, and means to control the flow of fluid through said bore.

4. A deck traveler comprising a pair of opposed cylinders, a piston having opposite
35 ends entering said cylinders and having a bore communicating with said cylinders, and means to connect said piston with a rope, means to control the flow of fluid through said bore, and a screw carried by said piston

adapted to be adjusted across said bore to 40 regulate the flow of fluid therethrough.

5. A deck traveler comprising a pair of opposed cylinders, a piston the opposite ends of which are located in said cylinders, and provided with a passage communicating with
45 said cylinders, and means at the outer ends of said cylinders to reduce the flow of fluid through said passage as the corresponding piston end approaches the outer end of its cylinder. 50

6. A deck traveler comprising a pair of opposed cylinders, a piston the opposite ends of which are located in said cylinders and provided with a passage communicating with
55 said cylinders, and plugs at the outer ends of the cylinders adapted to enter said passage to reduce the flow of fluid therethrough as the corresponding piston end approaches the outer end of its cylinder.

7. A deck traveler comprising a pair of opposed cylinders, a piston the outer ends of which are located in said cylinders and provided with a passage communicating with
60 said cylinders, taper plugs at the outer ends of the cylinders adapted to enter said passage to reduce the flow of fluid therethrough as the corresponding piston end approaches the outer end of its cylinder, and means for
65 adjusting said plugs in the direction of the axes of the cylinders. 7

Signed at New York city, in the county of New York, and State of New York, this 13th day of September, A. D. 1907.

HENRY P. THORN.

Witnesses:

T. F. BOURNE,

MARIE F. WAINRIGHT.