W. C. TODD.

OYSTER DREDGING CHOCK.

APPLICATION FILED DEC. 7, 1907.

908,168. Patented Dec. 29, 1908.

Fig. 1.

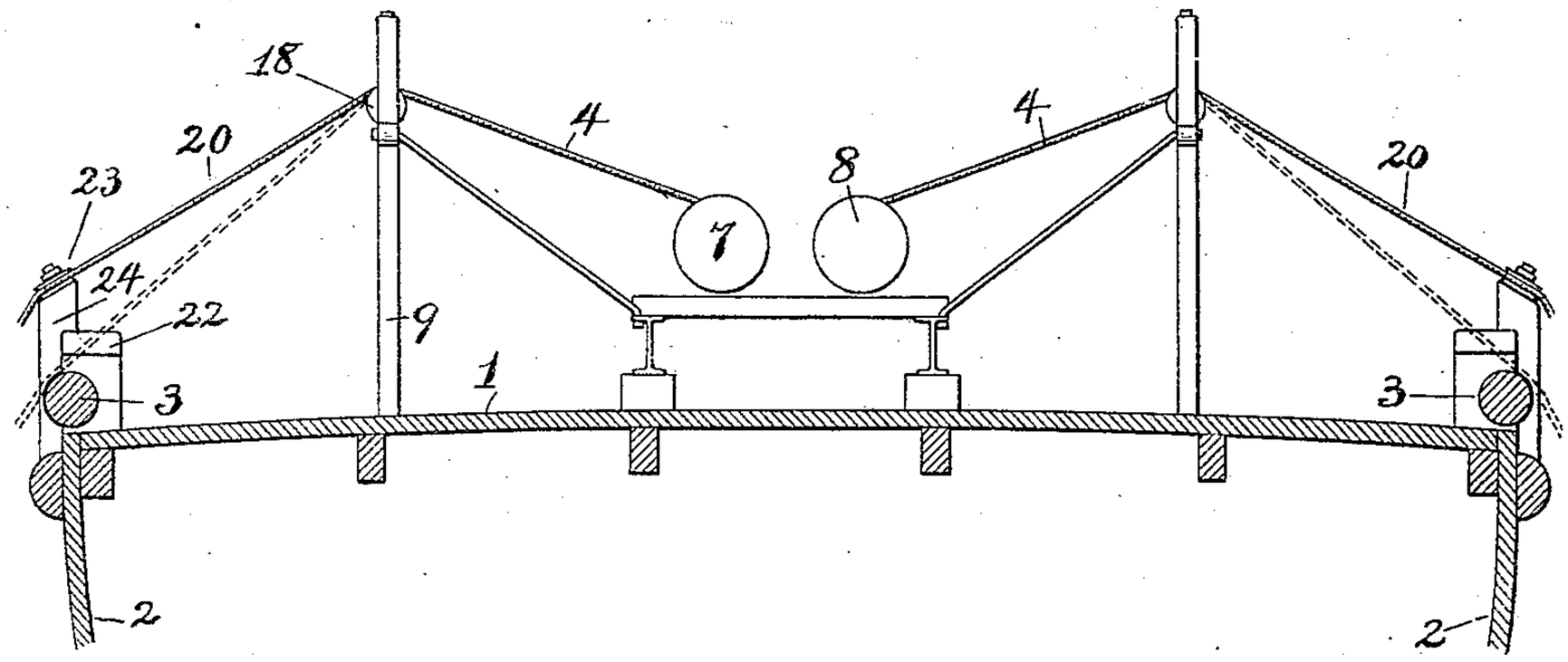


Fig. 2.

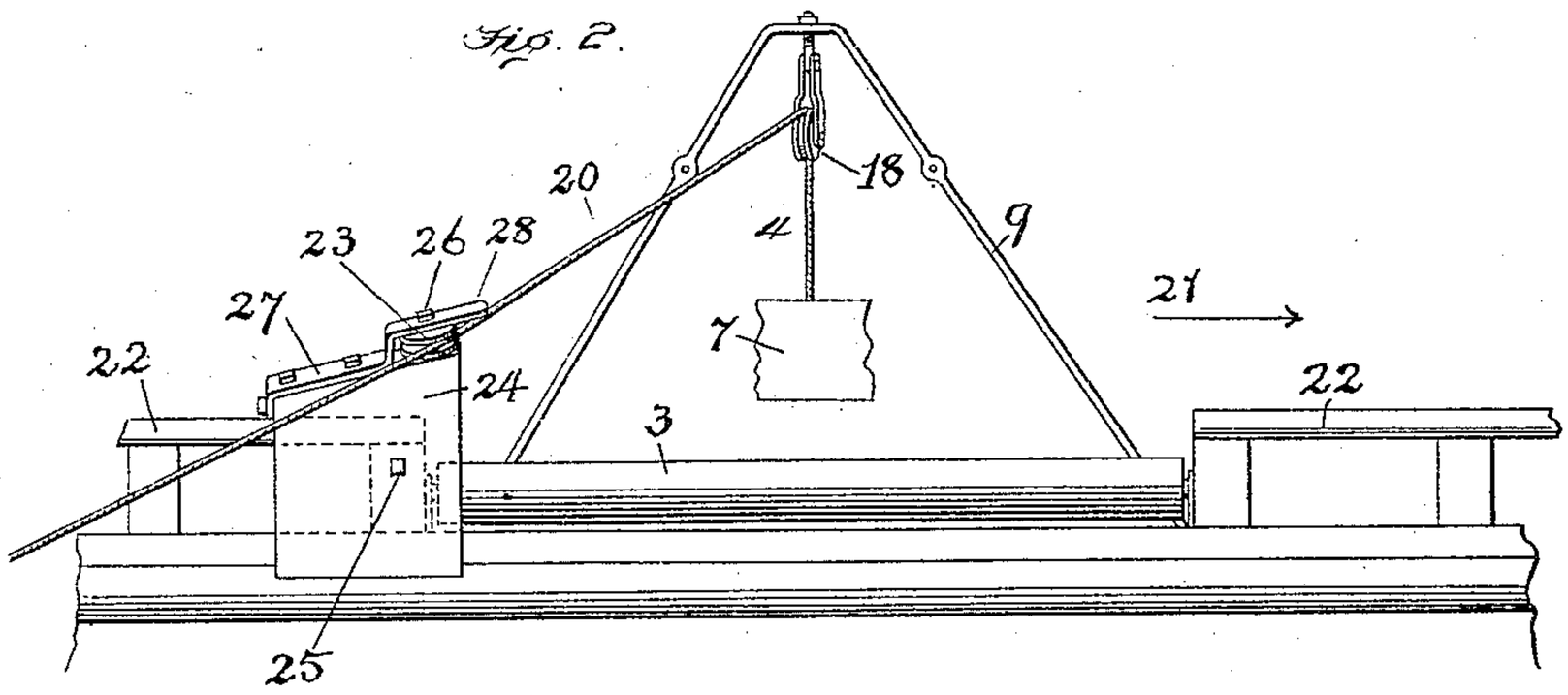
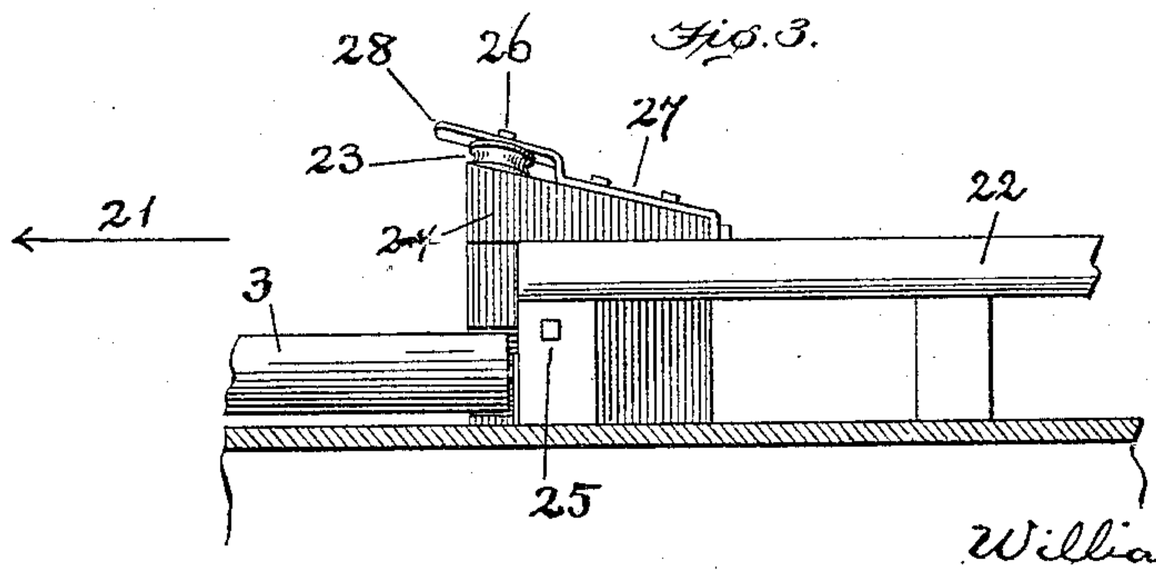


Fig. 3.



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OYSTER-DREDGING CHOCK.

No. 908,168. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed December 7, 1907. Serial No. 405,469.

To all whom it may concern:

Be it known that I, WILLIAM C. TODD, a citizen of the United States, residing at Chance, in the county of Somerset and State of Maryland, have invented certain new and useful Improvements in Oyster-Dredging Chocks, of which the following is a specification.

This invention relates to a roller chock for the dredge rope of oyster-dredging apparatus.

In the operation of dredging oysters the vessel is under way, or is moving, and there is great strain on the rope that leads from the winding drum on the deck of the vessel to the dredge which is dragging on the bottom or oyster bed, which is often in deep water. It is a desideratum to have at the side of the vessel a chock device over which the dredge rope will be eased. The devices heretofore used for this purpose have been unsatisfactory.

The object therefore of the present invention is to provide an improved inclined roller-chock for the dredge rope, and also to combine a long roller mounted horizontally at the edge of the vessel's deck, a roller-chock in inclined position above one end of said long roller, and a block to support the roller-chock and also overlap the end of the long roller.

The invention is illustrated in the drawing herewith in which,—

Figure 1 is a vertical cross-section of the deck of marine vessel and shows the dredge hoisting apparatus and the improved roller-chock and long roller. Fig. 2 is a side elevation of the exterior side of the vessel and shows the parts comprising the present invention. Fig. 3 is a side elevation of the interior side of the vessel and looking toward the water, and shows on a larger scale the position of the parts comprising the invention.

The deck of the vessel is designated by the numeral, 1, and the vessel's side by, 2. As the dart, 21, points toward the bow of the vessel, it will be understood that the downwardly-inclined part of the dredge rope extends back toward the stern of the vessel. The side-rail, 22, is cut away and a long roller, 3, is mounted at the edge of the deck in said cut-away part, and the axis of this roller extends fore and aft of the vessel. The numerals, 7, and, 8, designate the winding drums of a hoisting engine. A suitable upright standard or frame, 9, of any approved construction is mounted on the deck between the said long roller, 3, and the winding drum, 7. A pulley-block, 18, is sustained on said standard at an elevation above both the said winding drum and side roller, and also in a vertical plane between said winding drum and side roller. The dredge itself is not shown, but it is attached to a rope, 4, that winds on either of the drums, 7, or, 8. Two winding drums and two ropes are shown because one rope passes over and down at one side of the vessel, and the other rope passes over the other side and down; these winding drums are independent, thus permitting the use of one dredge or two dredges.

The improved roller-chock comprises a grooved roller, 23, which has position at the side of the vessel and above said long roller, 3, and also inclines in two directions with respect to the deck, considering the latter for the purpose of permitting this comparison as having a horizontal position, to-wit, it inclines downward or back toward the stern of the vessel, and also inclines downward or sidewise from the deck toward the water. The roller is permanently secured in this particular inclination, which latter serves to receive the downwardly-inclined part, 20, of the dredge-rope and permits said rope to pass down into the water and also pass back toward the stern of the vessel which it necessarily has to do, as the vessel is always moving forward when the dredge is dragging on the bottom. The long roller, 3, is at the edge of the deck and below the side-rail, 22. A block, 24, is secured to the side of the vessel by bolts, 25, or otherwise and overlaps one end of the said long roller, 3, and the inclined roller, 23, is mounted on this block, and above the long roller, 3, the operative edge of the inclined grooved roller, 23, is even with or flush with the vertical edge of the block, 24, that overlaps the long roller. This construction and arrangement allows the downwardly-inclined part, 20, of the dredge-rope to be eased on the inclined roller-chock, 23, while the dredge is dragging, as shown in Fig. 2, and then when the dredge is being raised up the side of the vessel, this downwardly-inclined part, 20, of the rope will drop out of the grooved roller, 23, and rest on the long roller, 3, as indicated by the broken lines in Fig. 1. While the rope bears on

the long roller, it may move laterally or lengthwise thereof to accommodate itself to the motion of the vessel caused by the wind or the roughness of the water.

In the present instance the inclined grooved roller, 23, is held by a pin, 26, in a metal bar, 27, which is bolted fast on the overlapping block, 24. The extremity or the end, 28, of the metal bar, 27, which is above the roller, 23, projects beyond the operative edge of said roller, and this projecting end serves to prevent the rope from getting off the roller while the dredge is dragging.

The particular construction of pin, metal bar, roller and block, as here shown and described, may be changed and modified so long as the same operation and resulting advantages are obtained.

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

A roller-chock for oyster-dredging vessels comprising a block secured to the side of the vessel and at an elevation above the deck, and a grooved roller mounted on said block and inclined in two directions with respect to the deck-to-wit downward or back toward the stern of the vessel, and also downward or sidewise from the deck toward the water.

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

WILLIAM C. TODD.

Witnesses:
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