

E. W. MYERS.  
SHIP'S DAVIT.

APPLICATION FILED APR. 6, 1908.

915,464.

Patented Mar. 16, 1909.

2 SHEETS—SHEET 1.

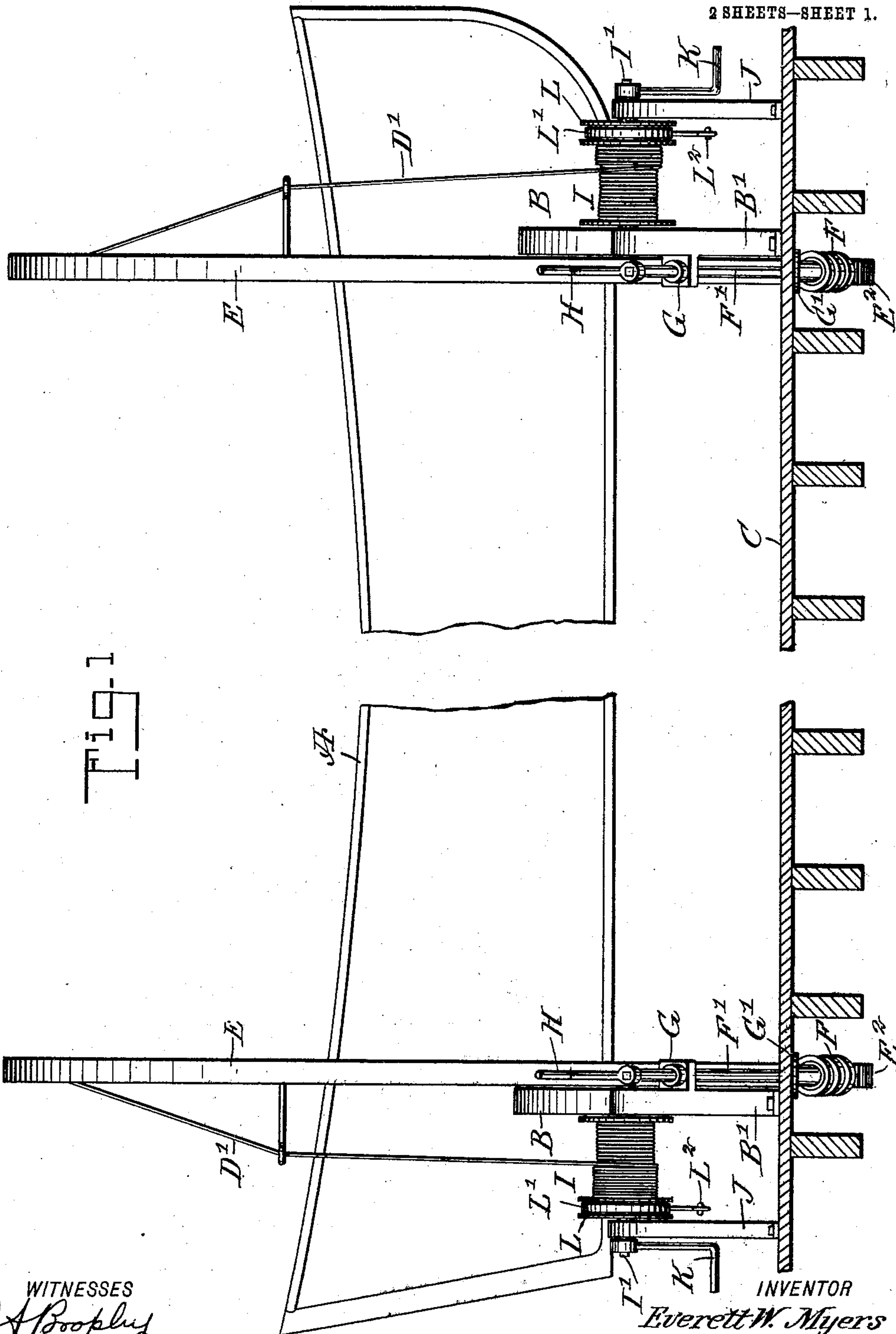


Fig. 1

WITNESSES

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INVENTOR

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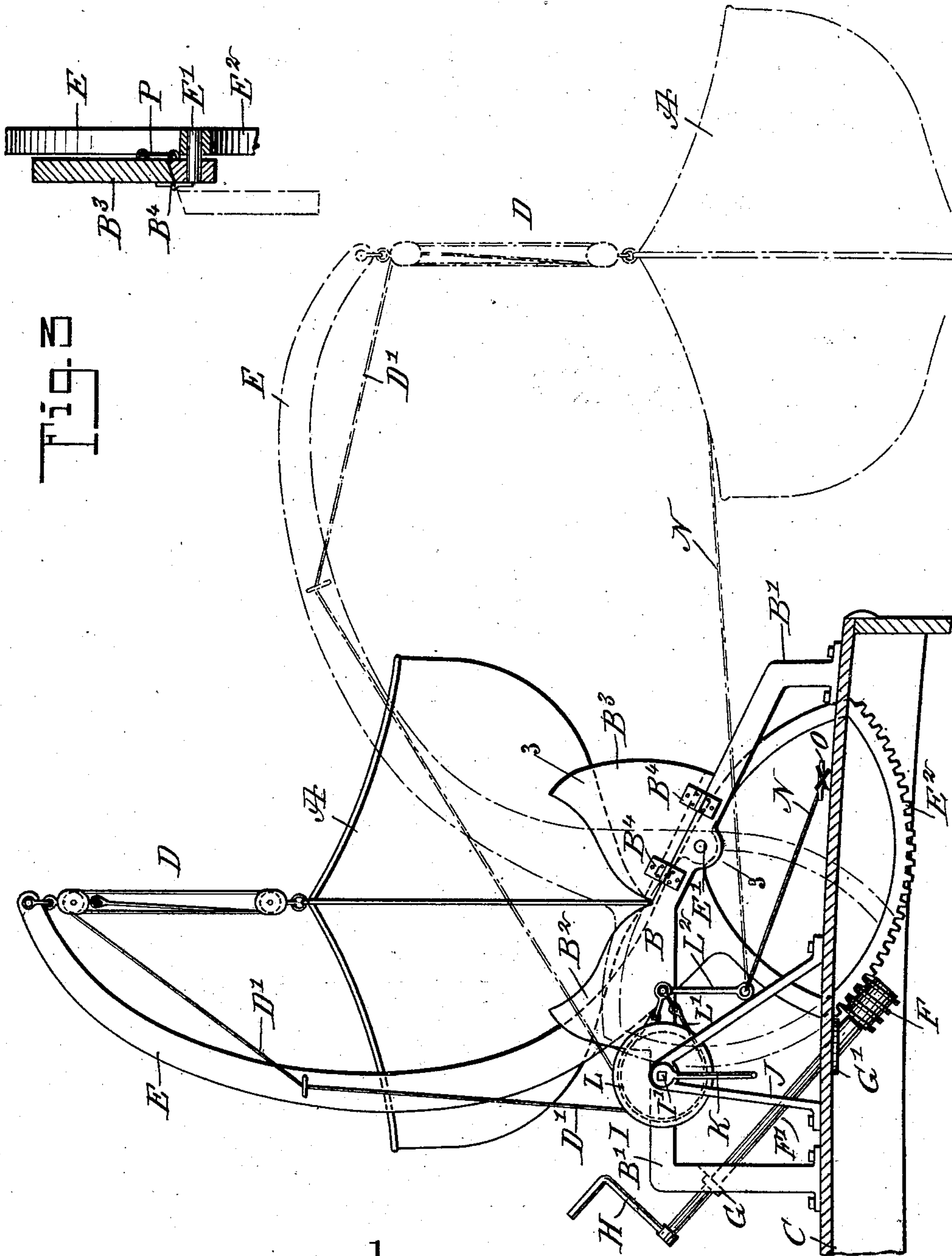


Fig. 1

Fig. 2

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# UNITED STATES PATENT OFFICE.

EVERETT W. MYERS, OF PORT TAMPA, FLORIDA.

## SHIP'S DAVIT.

No. 915,464.

Specification of Letters Patent.

Patented March 16, 1909.

Application filed April 6, 1908. Serial No. 425,399.

*To all whom it may concern:*

Be it known that I, EVERETT W. MYERS, a citizen of the United States, and a resident of Port Tampa, in the county of Hillsboro and State of Florida, have invented a new and Improved Ship's Davit, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved ship's davit, which is simple and durable in construction, easily manipulated, and arranged to allow of conveniently raising the boat from the water and placing it in a position of rest on the chocks on the deck of the vessel, and to permit swinging the boat clear of the chocks and lowering it at the side of the vessel, and controlling the lowering from the boat.

The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter and then set forth in the claims.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of the improvement as applied, the ship's deck being shown in longitudinal section; Fig. 2 is an end view of the same, the ship's deck being shown in cross section, and Fig. 3 is a sectional side elevation of one of the hinged chock sections, on the line 3—3 of Fig. 2.

The boat A is normally seated on a pair of chocks B mounted on standards B' attached to the deck C of the ship or vessel, and the boat A is connected at or near each end by tackles D with the free ends of the swinging cranes E fulcrumed or pivoted at E' on the standards B'. Each of the cranes E is provided with a quadrant gear E<sup>2</sup> in mesh with a worm wheel F having its shaft F' journaled in suitable bearings G and G', of which the bearing G is secured or formed on the standard B' while the other bearing G' is attached to the deck C of the vessel. The worm wheel shaft F' is provided with a suitable crank arm H, to permit of conveniently turning the said shaft F' and the worm wheel F, for the latter to impart motion to the quadrant gear E<sup>2</sup>, so as to swing the corresponding crane E transversely from the normal position shown in full lines in Fig. 2 over into a

raising and lowering position, as indicated by dotted lines in the said Fig. 2.

The hoisting and lowering rope D' of each tackle D winds and unwinds on the drum of a windlass I having its shaft I' journaled in bearings arranged on the corresponding standard B', and another standard J attached to the deck C of the vessel. The shaft I' is provided with a crank arm K under the control of an operator for winding up the hoisting rope D', to lift the corresponding end of the boat A up out of its seat in the corresponding chock B, preliminary to swinging the cranes E over after lowering the boat A, as hereinafter more fully described. On the drum of each windlass I is secured a brake drum L engaged by a brake band L' connected with a tightening lever L<sup>2</sup> fulcrumed on the standard B' and connected with a rope N normally tied to a cleat O on the deck C of the vessel, the said rope N, however, when detached from the cleat O, being taken hold of by an occupant in the boat A, when lowering the same, to control the unwinding of the hoisting rope D' unwinding from the windlass I.

Each chock B is made in sections B<sup>2</sup>, B<sup>3</sup>, of which the section B<sup>2</sup> is the inboard section and is secured or integrally formed on the corresponding standard B', while the other section B<sup>3</sup> is the outboard section and is connected by hinges B<sup>4</sup> to the standard B'. The base of the chock section B<sup>3</sup> is inclined downwardly and outwardly, as plainly indicated in Fig. 2, and the said base is beveled, as illustrated in Fig. 3, in an upward direction, from the outward face of the chock having the hinges B<sup>4</sup> at the inner face thereof. Normally the hinged chock section B<sup>3</sup> is locked in active position by a hook and staple device P (see Fig. 3), which is opened by the operator whenever it is desired to lower the boat, it being understood that when the chock section B<sup>3</sup> is unlocked it readily swings downward to one side of the standard B', thus freeing the outer side of the boat A to allow easy launching thereof.

The operation is as follows: When the several parts are in the position illustrated in full lines in the drawings, and it is desired to lower the boat A then the chock sections B<sup>3</sup> are first unlocked to allow the same to swing downward, to free the outer sides of the



boat A, and then the operators turn the crank arms K to wind up the hoisting ropes D' with a view to slightly raise the boat A, so that the latter clears the fixed chock sections B<sup>2</sup>. The operators now turn the crank arms H so as to rotate the arms F and the quadrant gears E<sup>2</sup>, with a view to swing the cranes E outward into the position shown in Fig. 2. The ropes N are taken hold of by the occupants of the boat A, to control the brake mechanisms for the windlasses I, so that no person need be left on the vessel, and the boat A can be readily lowered, so as to strike the water evenly. As soon as the boat reaches the water it is disconnected from the tackle D. When a boat A is to be raised from the water back onto the chocks B, the tackle D is connected with the boat at the time the cranes E are in active position over the side of the vessel, as indicated in dotted lines in Fig. 2, and then the operators turn the crank arms K so as to wind up the hoisting ropes D', thereby raising the boat A up from the water to the position shown in dotted lines in Fig. 2. When this position is reached the operators turn the crank arms K, so as to swing the cranes E inward and upward and with them the boat A, the latter being finally lowered on to the fixed chock sections B<sup>2</sup>, after which the hinged chock sections B<sup>3</sup> are swung upward into an active position and locked in place by the hook and staple device P.

It is understood that when the chock sections B<sup>3</sup> are in a lowermost position, the outer downwardly inclined portions of the standards B' allow a ready outward or inward movement of the boat A without danger of upsetting the same. It will also be noticed that the crew of the boat A can lower or raise the boat without the assistance of crews from other boats, and when a boat is lowered in case of shipwreck or any other emergency, it is not necessary for any one to remain on the vessel, as the lowering of the boat can be readily controlled by the use of ropes N, as above explained.

The ship's davit shown and described is very simple and durable in construction, is composed of comparatively few parts, not liable easily to get out of order.

It will be noticed that the incline of the movable standards for the respective chocks is so arranged that the chock falls outward away from the boat, that is the standards are inclined in opposite directions and outwardly. This permits them to swing open easily, the swinging being assisted by the bulge of the boat.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. A ship's davit for raising or lowering boats, comprising a pair of swinging cranes

having quadrant gears, worm wheels in mesh with the said quadrant gears, having manually controlled shafts journaled on the deck of the ship, sectional chocks for supporting the boat on deck of the vessel, the outboard chock section being pivoted, windlasses and tackle supported near the said cranes for raising and lowering the boat, and brake mechanisms for the windlasses and a flexible connection extending from the brake mechanism, whereby said mechanism may be controlled from the boat.

2. A ship's davit for raising or lowering boats, comprising standards attached to the deck of the ship and carrying sectional chocks, one of the sections of each chock being fixed and the other section being hinged on a beveled incline for the hinged section to swing open when the boat is raised, cranes mounted to swing on the said standards and having quadrant gears, worm wheels in mesh with the said quadrant gears, and having their manually controlled shafts journaled on the said standards and the ship's deck, and means for supporting the boat from the cranes and for raising and lowering the boat when the cranes are swung outward over the side of the vessel.

3. A ship's davit for raising or lowering boats, comprising standards attached to the deck of the ship each standard having a fixed chock section and a beveled incline, the inclines on the standards each facing outwardly away from the other standard, and a movable chock section hinged to the standard on each incline, cranes mounted to swing on the said standard and having quadrant gears, worm wheels in mesh with the said quadrant gears, and having their manually controlled shafts journaled on the said standards and the ship's deck, tackles for supporting the boat from the said cranes, and windlasses mounted on the deck of the vessel and connected with the said tackle for raising or lowering the boat.

4. A ship's davit for raising or lowering boats, comprising standards attached to the deck of the ship and carrying sectional chocks, one of the sections of each chock being fixed and the other section being hinged on a beveled incline for the hinged section to swing open when the boat is raised, cranes mounted to swing on the said standards and having quadrant gears, worm wheels in mesh with the said quadrant gears and having their manually controlled shafts journaled on the said standards and the ship's deck, tackles for supporting the boat from the said cranes, windlasses mounted on the deck of the vessel and connected with the said tackle for raising or lowering the boat, and brake mechanisms for the said windlasses and having controlling ropes under the control of the operators in the boat.



5. A ship's davit for raising or lowering boats, comprising standards attached to the deck of the ship, each standard having a fixed chock section and a beveled incline, the inclines on the standards each facing away from the other standard, and a movable chock section hinged to the standard on each incline.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EVERETT W. MYERS.

Witnesses:

M. C. WISE,  
T. E. LUCAS.