

N. O. DAVIDSON.
BOAT ATTACHMENT FOR DRAWING SEINES FROM THE WATER.
APPLICATION FILED MAR. 26, 1910.

981,918.

Patented Jan. 17, 1911.

2 SHEETS—SHEET 1.

Fig. 1

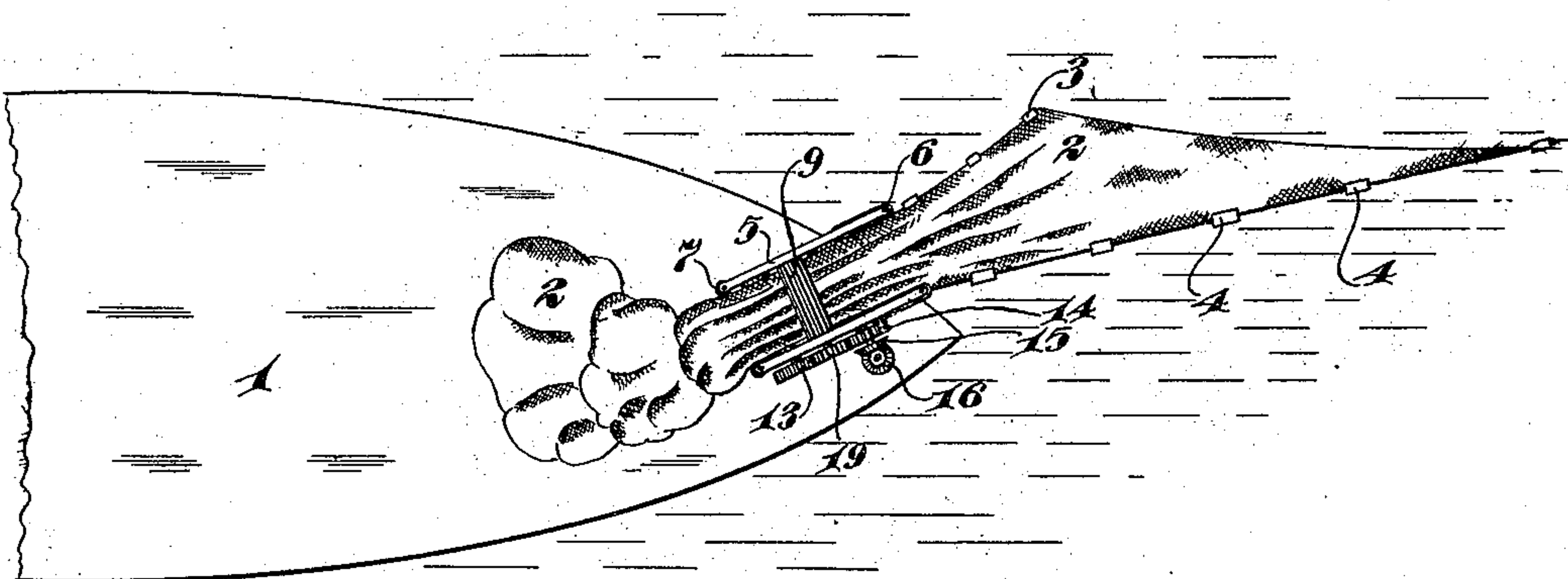
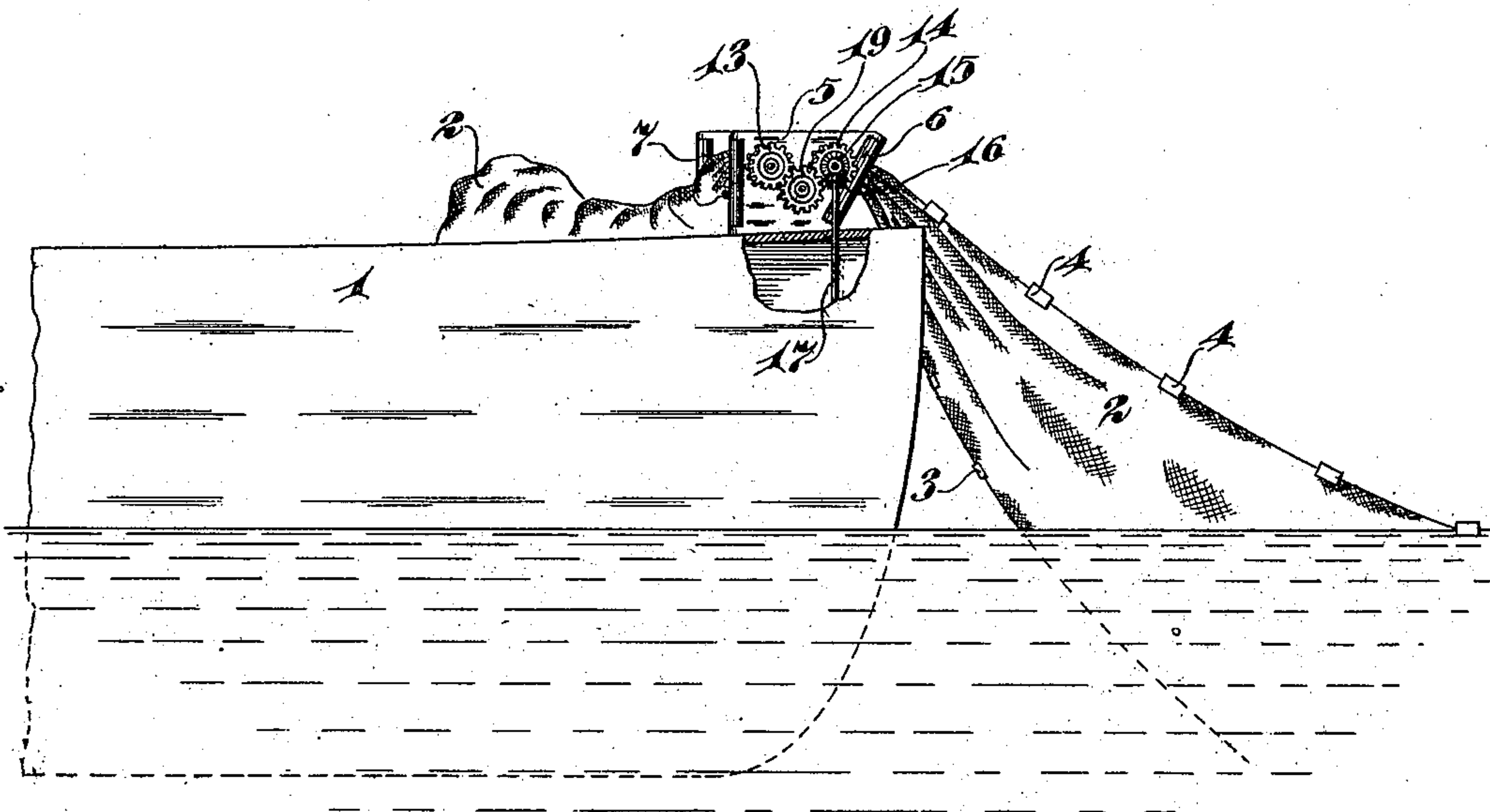


Fig. 2



Witnesses:
W. H. Souba,
E. C. Skinkle

Inventor:
Nils O. Davidson.
By his Attorneys
Williamson & Merchant

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2 SHEETS—SHEET 2.

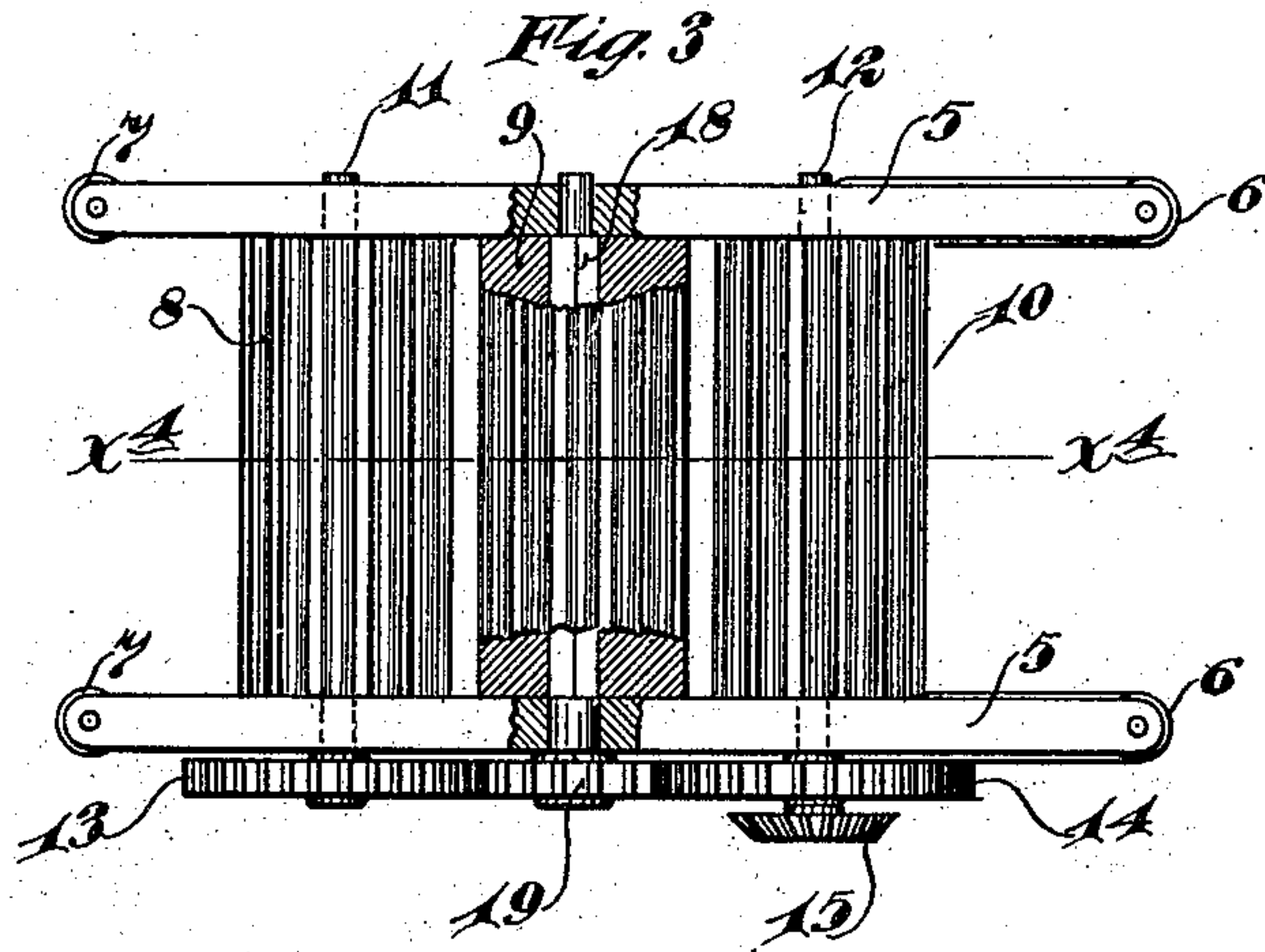
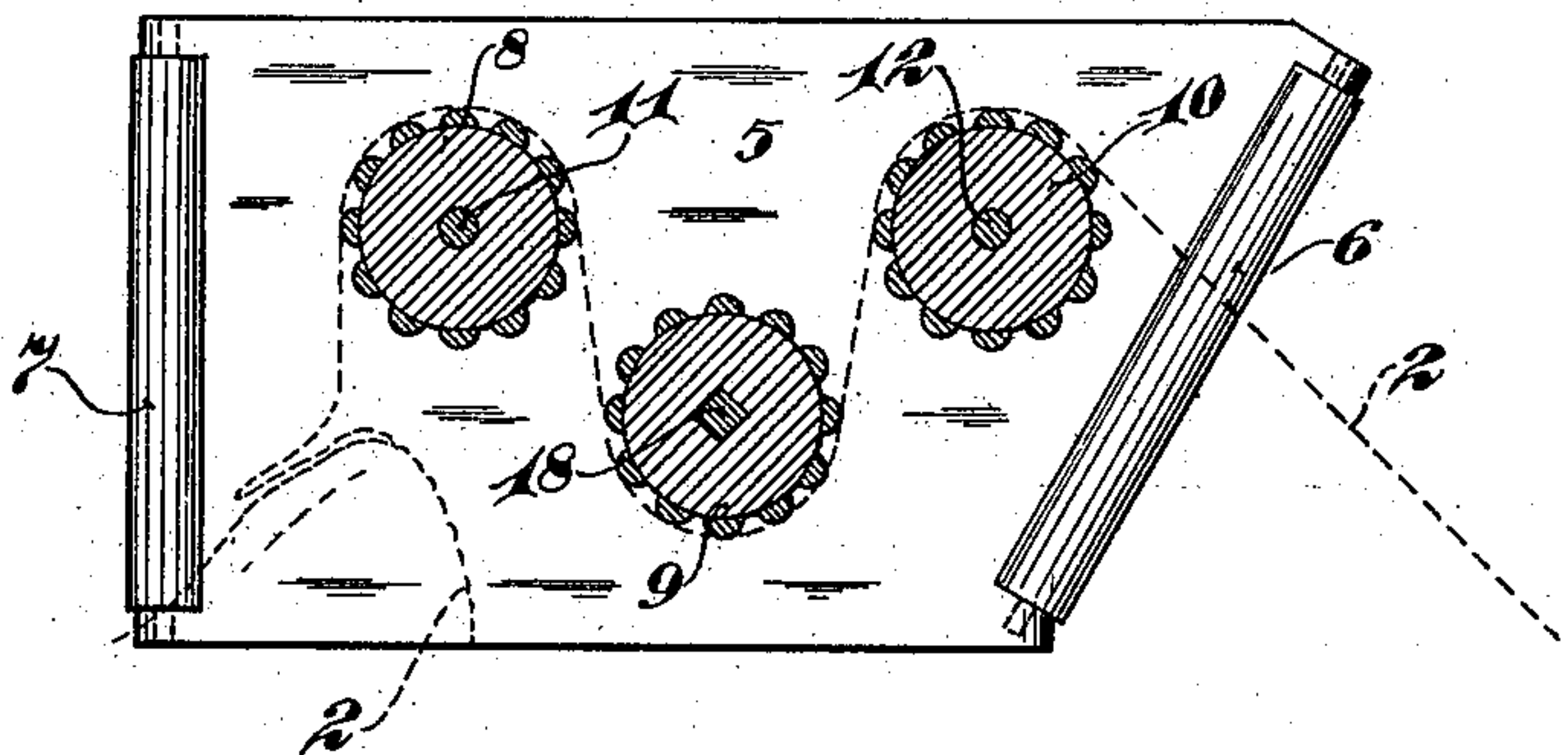


Fig. A



Inventor:
Nils O. Davidson.
By his Attorneys:

By his attorneys
William M. Mendenhall

UNITED STATES PATENT OFFICE.

NILS O. DAVIDSON, OF MACOUN, SASKATCHEWAN, CANADA.

BOAT ATTACHMENT FOR DRAWING SEINES FROM THE WATER.

981,918.

Specification of Letters Patent.

Patented Jan. 17, 1911.

Application filed March 26, 1910. Serial No. 551,696.

To all whom it may concern:

Be it known that I, NILS O. DAVIDSON, a subject of the King of Great Britain, residing at Macoun, in the Province of Saskatchewan, Dominion of Canada, have invented certain new and useful Improvements in Boat Attachments for Drawing Seines from the Water; and I do hereby 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.

My invention has for its object to provide a simple and highly efficient device for use in taking fishing seines from the water into a boat and, to this end, it consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

In my prior application S. N. 546,825, filed of date March 2nd, 1910, I disclose and claim a boat attachment for delivering seines into the water. This delivering device is especially adapted for application to the stern of a boat while my improved seine take-up device is especially adapted for application to the bow of a boat. The present device, like that of the said prior application, is adapted for use in handling very long fishing seines such as those employed in connection with boats for fishing at sea or in the large lakes.

The present invention is illustrated in the accompanying drawings wherein like characters indicate like parts throughout the several views.

Referring to the drawings, Figure 1 is a plan view, showing the front portion of a boat with my improved seine take-up device applied thereto; Fig. 2 is a side elevation of the parts shown in Fig. 1, some parts being broken away; Fig. 3 is a plan view of the seine take-up device removed from the boat, some parts being broken away; and Fig. 4 is a vertical section taken on the line $x-x$ of Fig. 3.

The hull of the boat is indicated as an entirety by the numeral 1. The seine, which is indicated by the numeral 2, is of the ordinary type provided, at one edge, with weights or sinkers 3 and, at its other edge, with floats 4.

The take-up device, as shown, involves a pair of laterally spaced vertical plates 5 suitably secured to the deck of the boat at the bow thereof and preferably at an angle

to the longitudinal axis of the boat, so that the seine is adapted to be pulled between the same from one side of the boat. The front edges of the plates 5 are preferably inclined and are provided with anti-friction guide rollers 6. The rear edges of the said plates 5 are preferably vertical and provided with anti-friction rollers 7. Three corrugated feed rollers 8, 9 and 10 are journaled to the plates 5, the said roller 9 being located between the rollers 8 and 10 and at a considerable distance below the same. The shafts 11 and 12 of the rollers 8 and 10 project at one end and are provided with spur gears 13 and 14, respectively. The projecting end of the shaft 12 is also provided with a bevel gear 15 that meshes with a bevel pinion 16 secured on the upper end of a power-driven shaft 17. The shaft 17 extends through the deck and into the interior of the hull of the boat and may be driven in any suitable way. The intermediate and lower roller 9 is detachably mounted on a square or angular shaft 18 that is journaled in the bearing plates 5 but capable of being removed therefrom by endwise movement. At its projecting end, the shaft 18 is provided with a spur gear 19 that meshes with the gears 13 and 14.

When the seine is to be drawn in, its end is passed over the rollers 8 and 10 and under the roller 9. This is done, preferably, by first removing the roller 9, then drawing the end of the seine over the rollers 8 and 10 and then placing the roller 9 upon the seine and depressing the same so that the shaft 18 can be replaced and the said roller and its gear 19 connected to the gears 13 and 14. The seine thus passed around the rollers will be firmly held thereby and the weights 3 and floats 4 will increase the frictional engagement between the seine and the said corrugated rollers. When the rollers are then driven in the direction of the arrows marked thereon in Fig. 4, the seine may be positively drawn in and delivered on the deck of the boat.

Any suitable means may be provided for intermittently driving the shaft 17. Preferably, some kind of an engine or connection to an engine may be employed.

By the use of this improved device, very large and very long seines which, because of their weight, are handled manually with extreme difficulty, may be very quickly and easily handled.

What I claim is:

1. The combination with a boat hull, of a device for drawing seines from the water onto said boat hull comprising a pair of
5 laterally spaced bearing plates secured to said boat hull, and having journaled thereto upright anti-friction rollers, a multiplicity of rollers journaled to said bearing plates and arranged in different planes whereby
10 the entire seine may be fed over the upper rollers and under the lower rollers and between said anti-friction rollers.

2. A device for drawing seines from the water onto a boat, comprising laterally
15 spaced bearing plates having journaled thereto upright anti-friction rollers, a pair of corrugated upper rollers journaled to said bearing plates, an intermediate lower corrugated roller having an endwise remov-
20 able shaft journaled in said bearing plates, whereby the entire seine may be fed under said upper rollers and over said lower roller,

and gears connecting said rollers for simultaneous rotation.

3. The combination with a boat hull, of
25 a pair of laterally spaced bearing plates secured thereon, anti-friction rollers journaled to the front edges of said bearing plates, a pair of upper corrugated rollers journaled in said bearing plates, an inter-
30 mediate lower corrugated roller provided with an endwise removable shaft journaled in said bearing plates, gears connecting said rollers for simultaneous rotation, and a driving shaft and cooperating gears con-
35 necting the same to the said rollers, substantially as described.

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

NILS O. DAVIDSON.

Witnesses:

HARRY D. KILGORE,
ALICE V. SWANSON.