

F. CASTELLI.
TRANSOM ADJUSTER.
APPLICATION FILED SEPT. 24, 1910.

993,754.

Patented May 30, 1911.

Fig. 1.

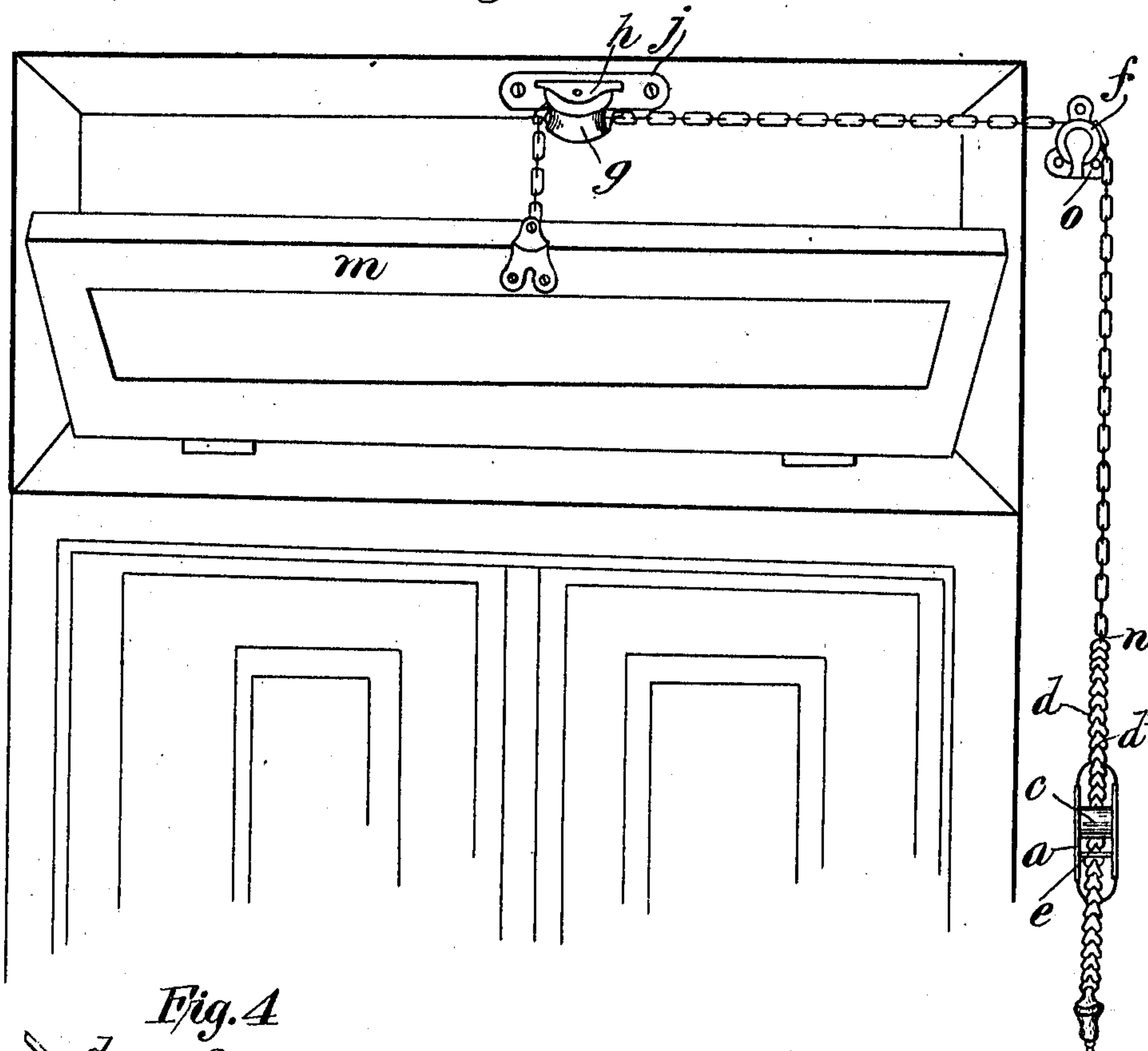


Fig. 4

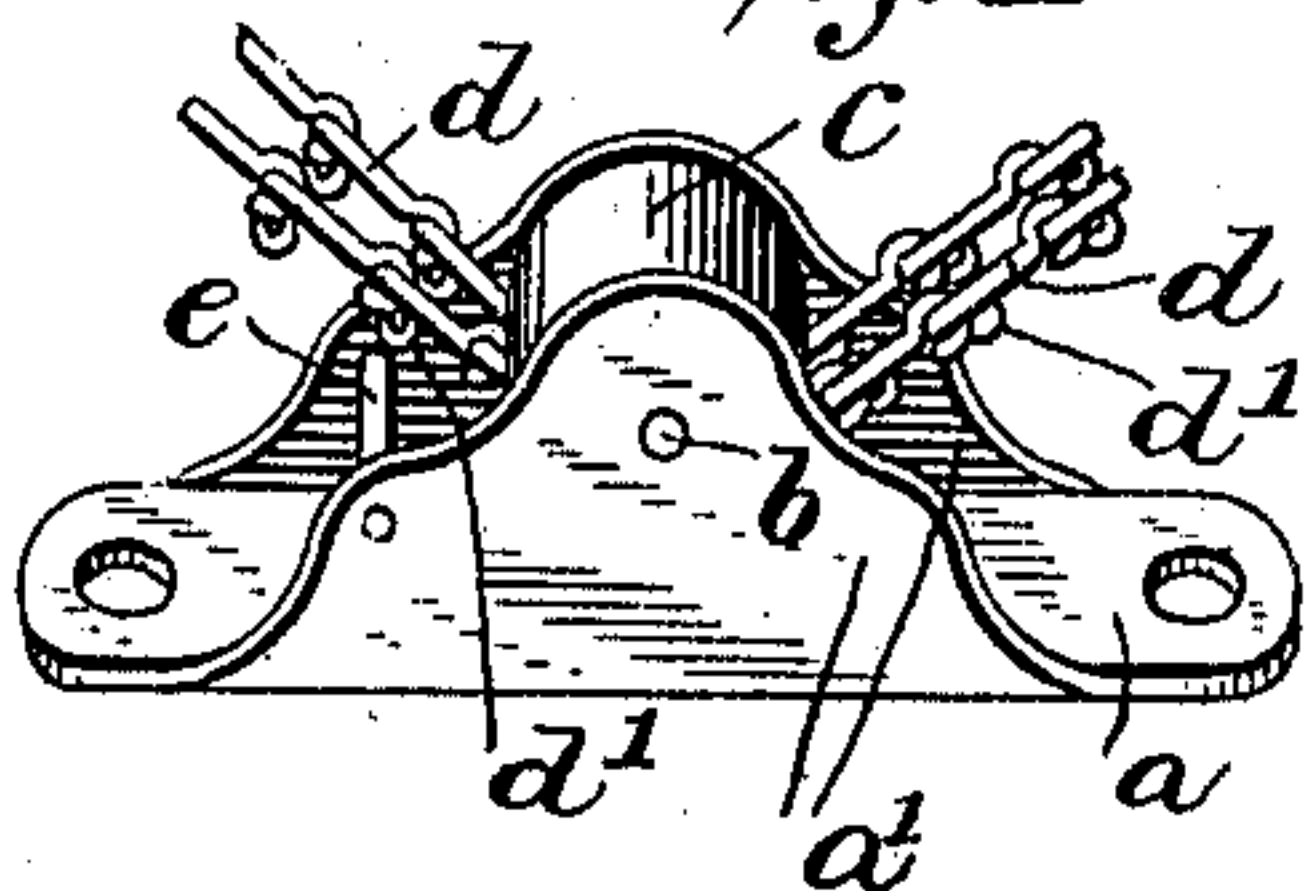
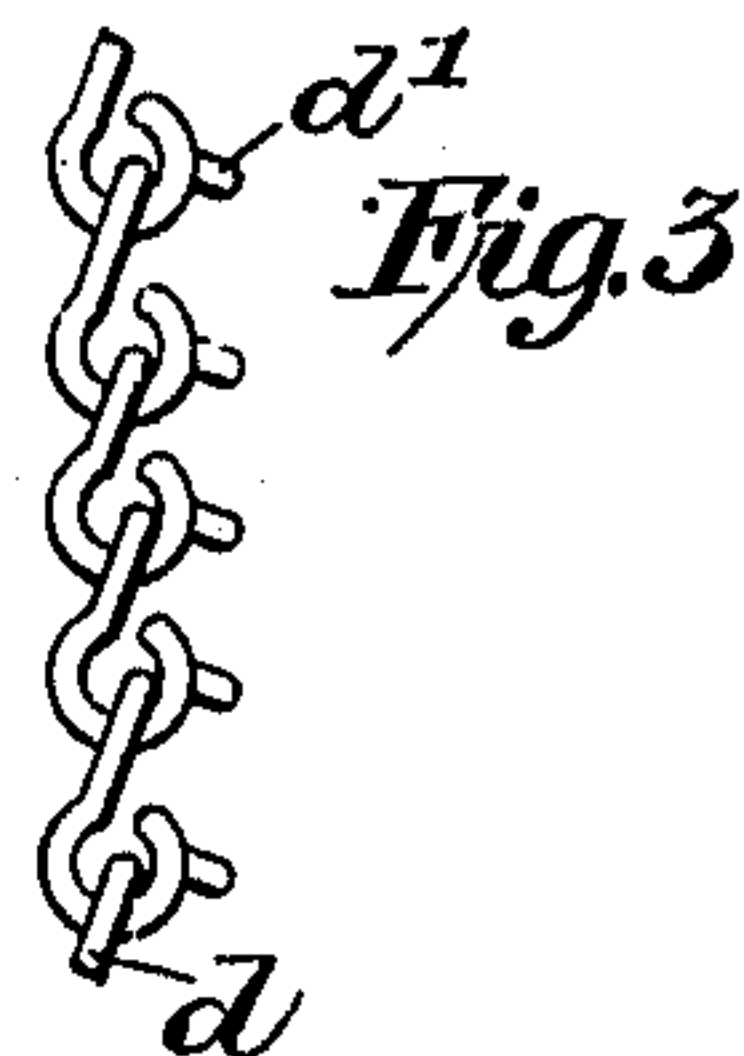
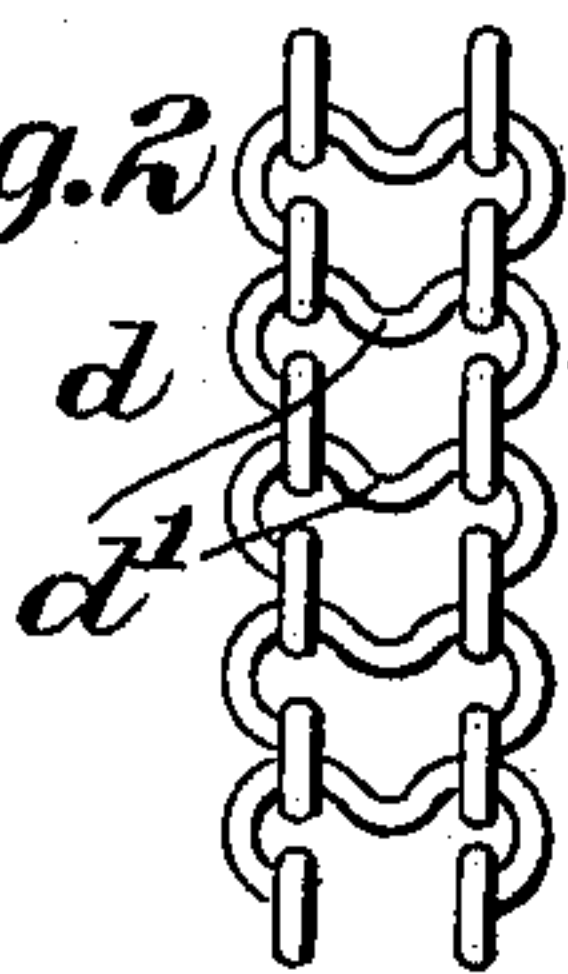


Fig. 2



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UNITED STATES PATENT OFFICE.

FRANCISCO CASTELLI, OF BUENOS AIRES, ARGENTINA.

TRANSOM-ADJUSTER.

993,754.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, FRANCISCO CASTELLI, a citizen of Argentina, and resident of 1386 Sarandí, Buenos Aires, Argentina, have invented certain new and useful Improvements in Transom-Adjusters, of which the following is a specification.

My invention relates to a transom adjuster, and has for its object to provide a device which is simple in construction, and thoroughly efficient in operation.

The invention includes a chain which has one end secured to a transom, and near its opposite end has a plurality of links provided with, or shaped as, hooks adapted to engage a suitable catch.

One embodiment of the invention is illustrated in the accompanying drawing, wherein—

Figure 1 is a front elevational view of the transom adjuster applied to a transom; Fig. 2 is a front elevational view, and Fig. 3 a side elevational view of a fragment of the chain employed as part of the invention; and Fig. 4 is perspective view of the catch showing a fragment of chain in operative relation therewith.

Referring to the drawing, it will be noted that the catch consists of a base plate *a* having lateral lugs *a'* in which a stud or pin *b* is fixed, and upon which a barrel *c* is adapted to revolve. Spaced from the barrel *c* but axially parallel therewith and bearing in the lugs *a'* is a cross bar *e* adapted to engage the chain links as hereinafter described.

Adapted to travel over the barrel *c* is a chain *d* having at one end thereof a plurality of links formed as, or provided with, hooks *d'* which may be brought into engagement with the cross bar *e* to hold the chain in adjusted position. The end of the chain

opposite that where the hooks *d'* are provided is secured to the transom *m* by suitable means, such as an eye *n*, and the run of the chain preferably passes over a pulley *g* mounted on a base *h* and a second pulley *o* a distance away from the pulley *g*. The length of the portion of the chain provided with hooks *d'* is equal to the maximum distance to which the transom *m* may be opened.

When it is desired to adjust the transom (the latter being preferably provided with hinges which tend to normally open the transom) the chain is allowed to run over the barrel *c* until the desired adjustment is had, when one of the hooks *d'* is moved into engagement with the cross bar *e* and the chain and transom are thus retained in adjusted position. If it is desired to close the transom entirely or partly, the chain is pulled down the desired distance and one of the hooks *d'* then moved into engagement with the cross bar *e* to thus secure the transom and chain.

What I claim is—

In a transom adjuster, the combination with a chain having one end adapted to be operatively connected to a transom and having near its opposite end a plurality of links each provided with a projecting hook, of a catch comprising a rotatable barrel over which the chain is adapted to travel, and a bar arranged axially parallel to the barrel and adapted to be engaged by the hooks on the chain links.

Signed at Buenos Aires, Argentine Republic, this eighteenth day of August A. D. 1910.

FRANCISCO CASTELLI.

Witnesses:

J. P. MARVA,
ELI TAYLOR.