

F. ERIKSEN.
DECK LASHING DEVICE FOR LIFE SAVING APPLIANCES.
APPLICATION FILED SEPT. 17, 1910.

999,158.

Patented July 25, 1911.

2 SHEETS-SHEET 1.

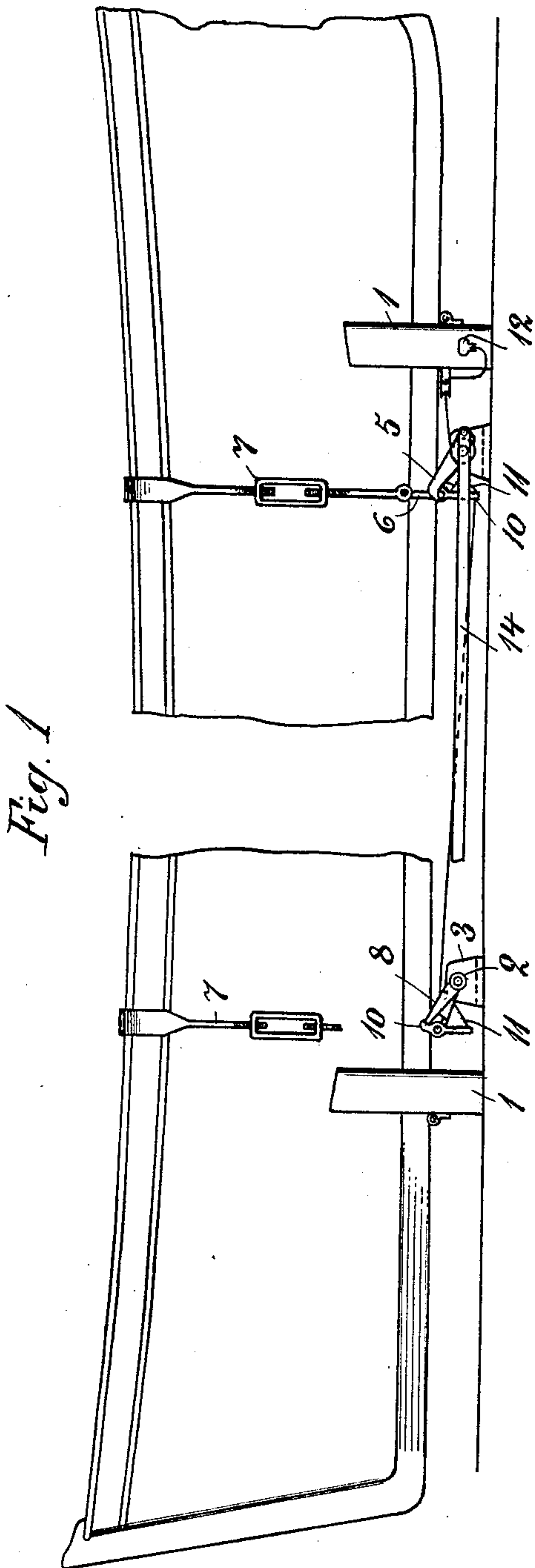
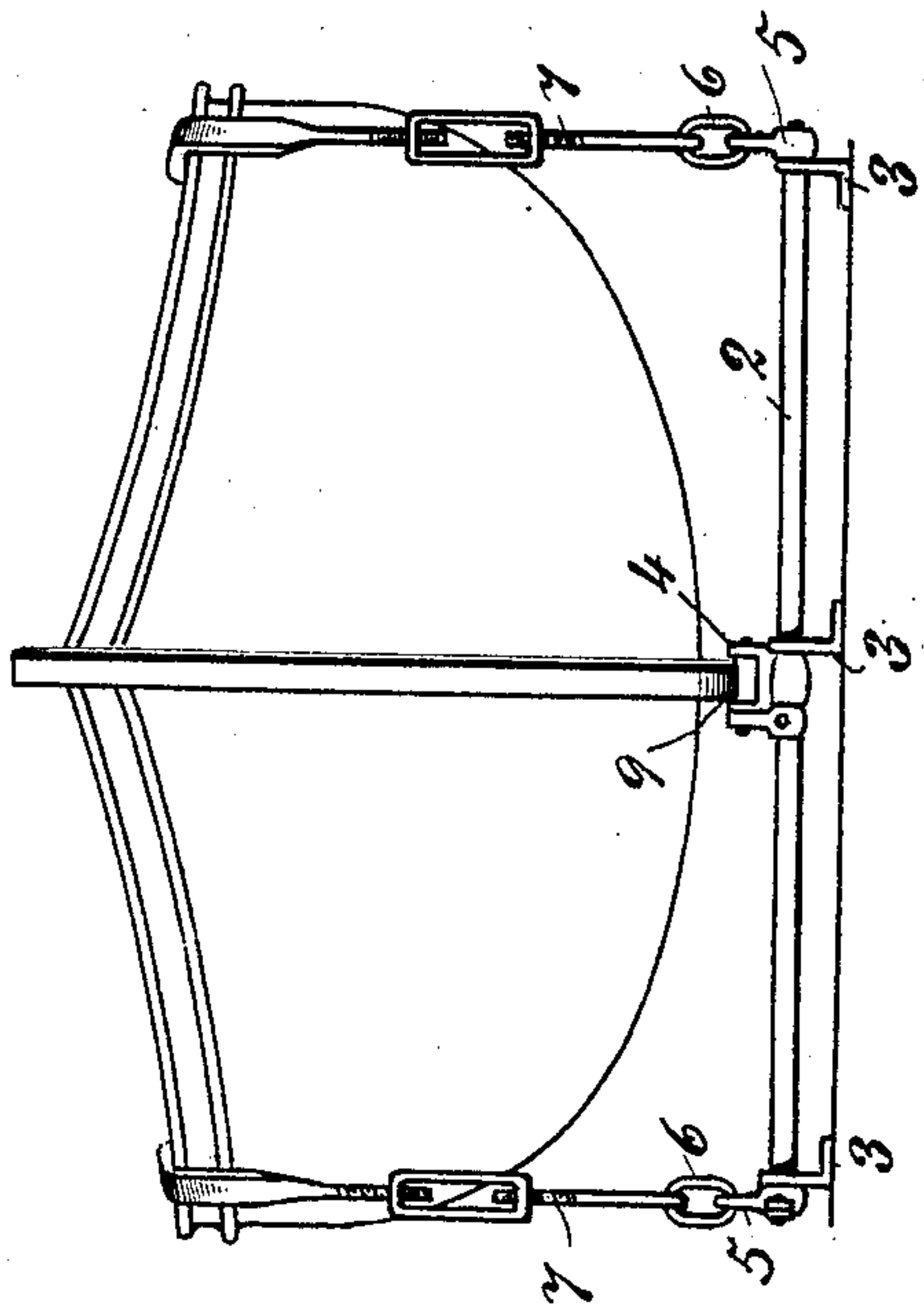


Fig. 1

Fig. 3.



Witnesses

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G. S. Rollhaus

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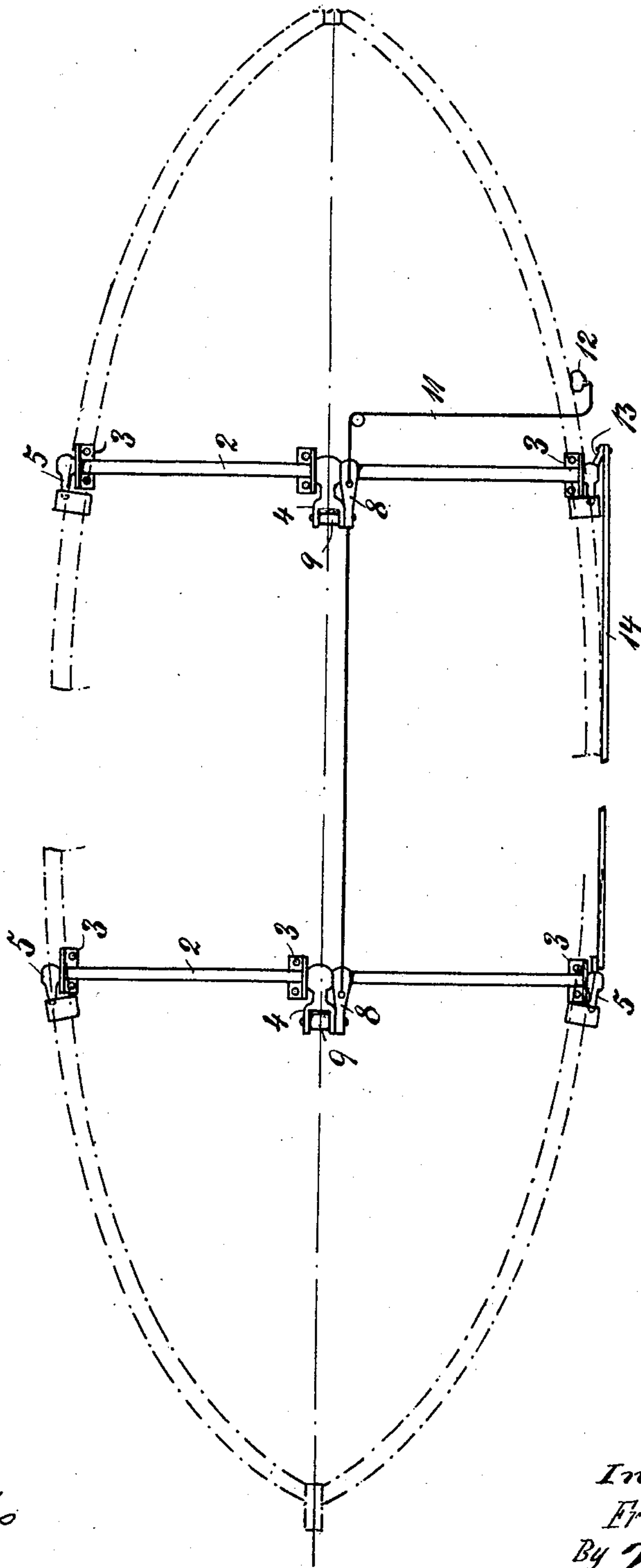
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2 SHEETS—SHEET 2.

Fig. 2.



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UNITED STATES PATENT OFFICE.

FRITZ ERIKSEN, OF COPENHAGEN, DENMARK.

DECK-LASHING DEVICE FOR LIFE-SAVING APPLIANCES.

999,158.

Specification of Letters Patent. Patented July 25, 1911.

Application filed September 17, 1910. Serial No. 582,580.

To all whom it may concern:

Be it known that I, FRITZ ERIKSEN, a citizen of the Kingdom of Denmark, and a resident of 3 Taffelbays Alle, Copenhagen, Denmark, captain, have invented new and useful Improvements in Deck-Lashing Devices for Life-Saving Appliances, of which the following is a specification.

My invention relates to a device for releasing the deck lashings of life-saving appliances on the decks of ships, and is intended to obviate the disadvantage that the life-saving appliances, such as life-boats and the like, which of necessity must be well lashed to the deck, so as not to be swept over board when a heavy sea is running, are so much the more difficult to release and it takes longer time to do so in proportion to the firmness with which they are lashed to the deck.

My invention has for its object the device that the boat or raft is safely fastened to the deck, but released automatically from same if the ship sinks, whereby the boat or raft floats.

The invention may be clearly understood from the drawing, which shows Figure 1 a side view. Fig. 2 a plane view. Fig. 3 a front view of the device.

The boat is as usual placed upon the blocks 1. Under the boat and parallel to the blocks, shafts 2 are arranged athwart the boat, said shaft being turnable in bearings 3. The shafts have immediately under the keel of the boat arms or cranks 4 and have at their ends the hooks 5, which are parallel to and of the same length as the arms 4. The free ends of the hooks 5 clasp the eyes 6 which according to Fig. 3 are connected to the lashings 7.

By means of the lashings 7, the boat will be held safely, even when the ship is laboring in the sea, because the hooks 5 cannot be detached as they are kept in position and prevented from turning upward by the arms 4 which are kept down by the weight of the boat. If the vessel sinks and the boat floats on the water, the weight of same can no longer keep down the arms 4, and thereby the hooks are released, as the floating of the boat gives the necessary pull to the lashings 7. However, it may be advantageous to be able to loosen the lashings as speedily as possible by hand, when the life-boat has to be launched in a hurry. For this purpose the

arms 4 on the shafts 2 are made turnable, as may be seen in the left hand lashing in Fig. 1, where the hook 5 is removed, so that the hand releasing gear may be visible.

It will be seen that besides the loose arm 4 there is another arm or crank 8 firmly fixed to the shaft 2. To each arm 4 a roller 9 is fixed; said roller is movable on a pin which forms a pivot for a hook-formed, double armed lever 10, the hook of which holds the arm 8 down.

The longer arms of the levers 10 are connected with a small wire rope or cord 11, the end of which leads to a handle 12 placed within easy reach of the crew. Under ordinary circumstances when the boat is in its blocks 1, the draw or pull on the lashings 7 upon the hooks 5 tends to turn the shafts 2, thus pressing the cranks 8 upward. The pull is then through the hooks 10 transferred to the arms 4, which are thus pressed hard against the keel of the boat. On account of the downward pull of the lashings 7, the boat will not be lifted. By a pull on the handle 12, the hooks 10 release the arms 8 and the loose arms 4 will then turn down while the shaft 2 will turn and release the eyes 6 of the lashings 7 from the hooks 5. The boat is thus released from its lashings.

In order to bring the hooks 5 out of gear with the eyes 6, short heavy arms or cranks 13 can be arranged on the shafts 3, which are connected by a rod 14. At the moment when the hooks 10 are released, the hooks 5 and the rod 14 are lifted through the weight of the arm, so that the lashings are free.

What I claim, and desire to secure by Letters Patent, is:

1. A device of the character described, comprising lashings for engaging a boat, shafts having arms intermediate of their ends for engaging the bottom of a boat and hooks at their ends for engaging the lashings, the arm and hooks being of the same length and standing at about the same angle, whereby the hooks will be automatically disengaged from the lashings when the boat floats on the water.

2. A device of the character described, comprising lashings for engaging a boat, shafts, each provided intermediate of its ends with two arms, one for engaging the bottom of the boat, and at its ends with hooks for engaging the lashings, a hook mounted upon the arm of each shaft which

engages the bottom of the boat and engaging the other arm, and means for disengaging the said hooks from the arms.

3. A device of the character described,
5 comprising lashings for engaging a boat, shafts, each provided intermediate of its ends with two arms, one for engaging the bottom of the boat and at one end with a hook and at its other end with a hook and
10 a crank arm, the hooks engaging the lashings, a rod connecting the crank arms of the

shafts, a hook mounted on each arm of the shaft which engages the bottom of the boat and engaging the other arm, and a cable connected with the last-named hooks for disengaging them from the arms. 15

Signed by me at Copenhagen, Denmark.

FRITZ ERIKSEN.

Witnesses:

CHARLES HUDE,
SISTRAM WOLSING.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
