

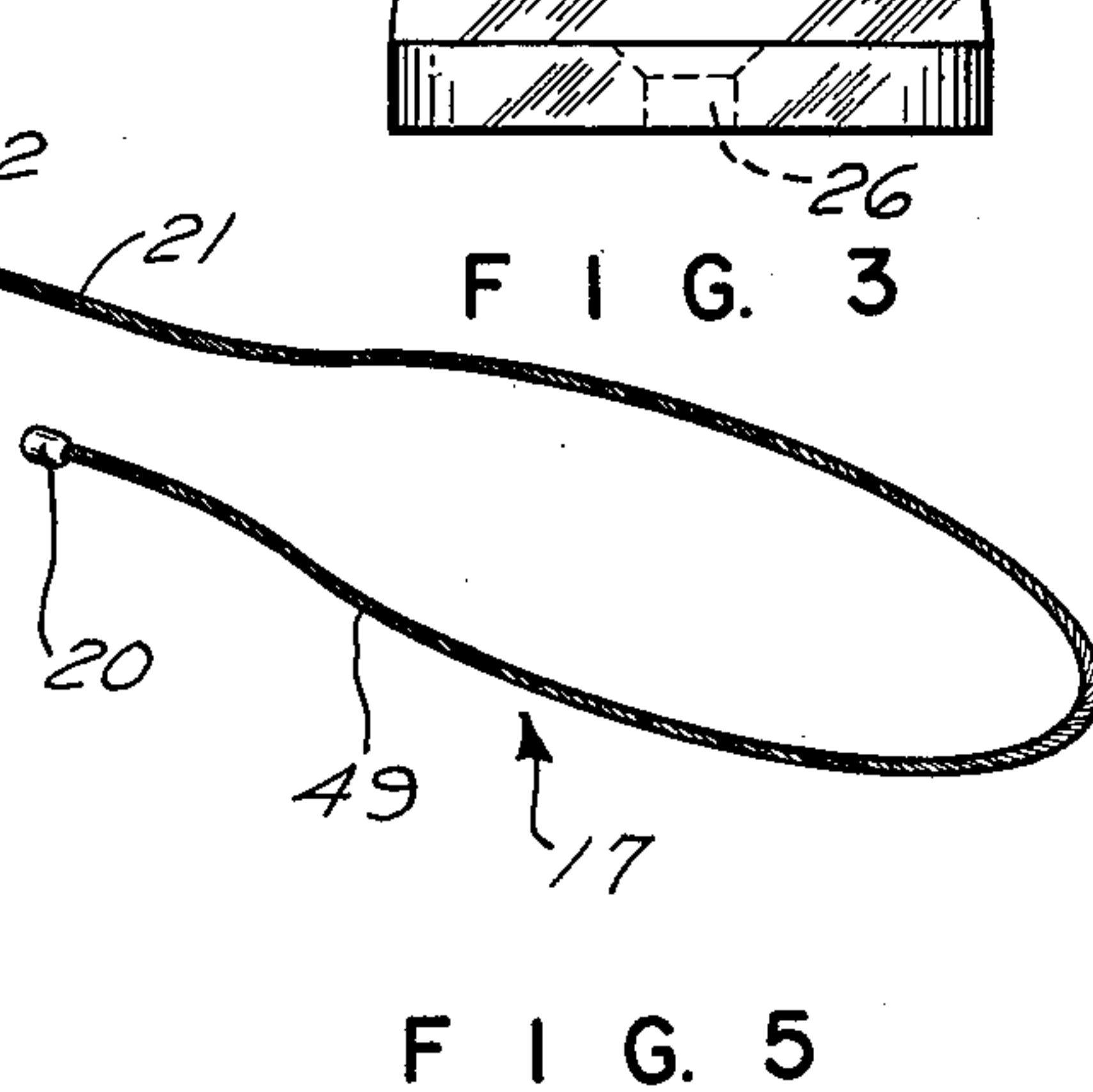
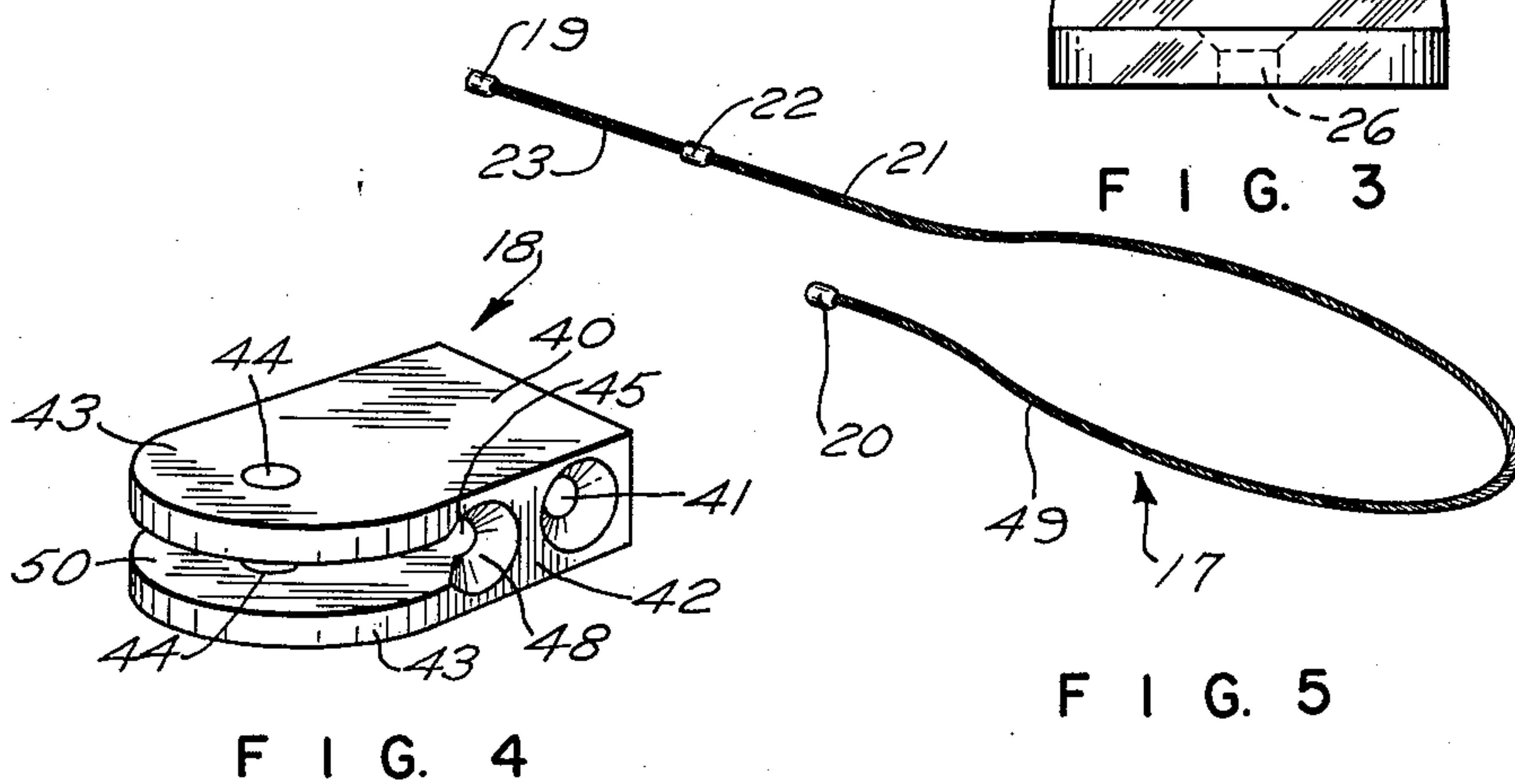
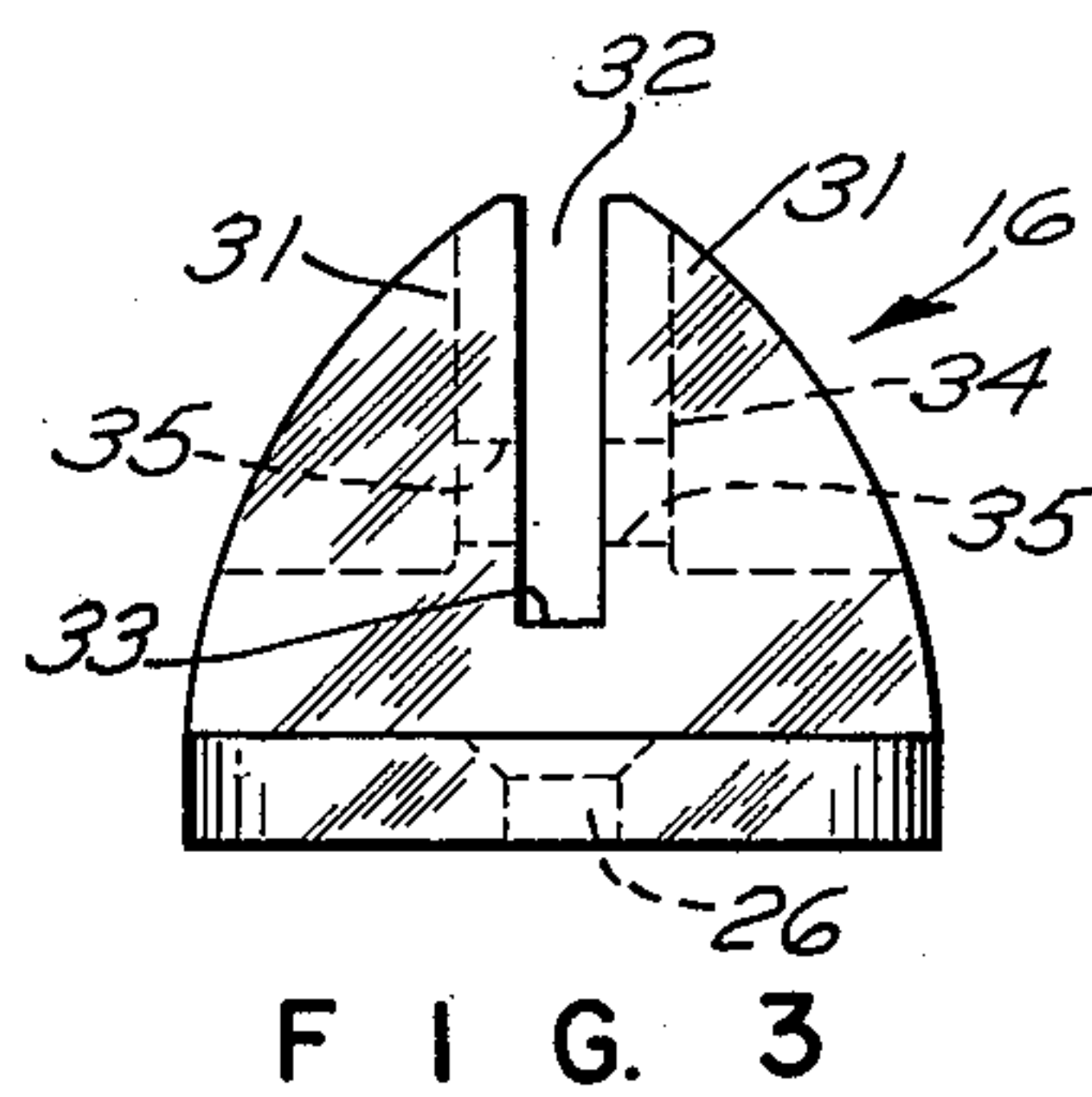
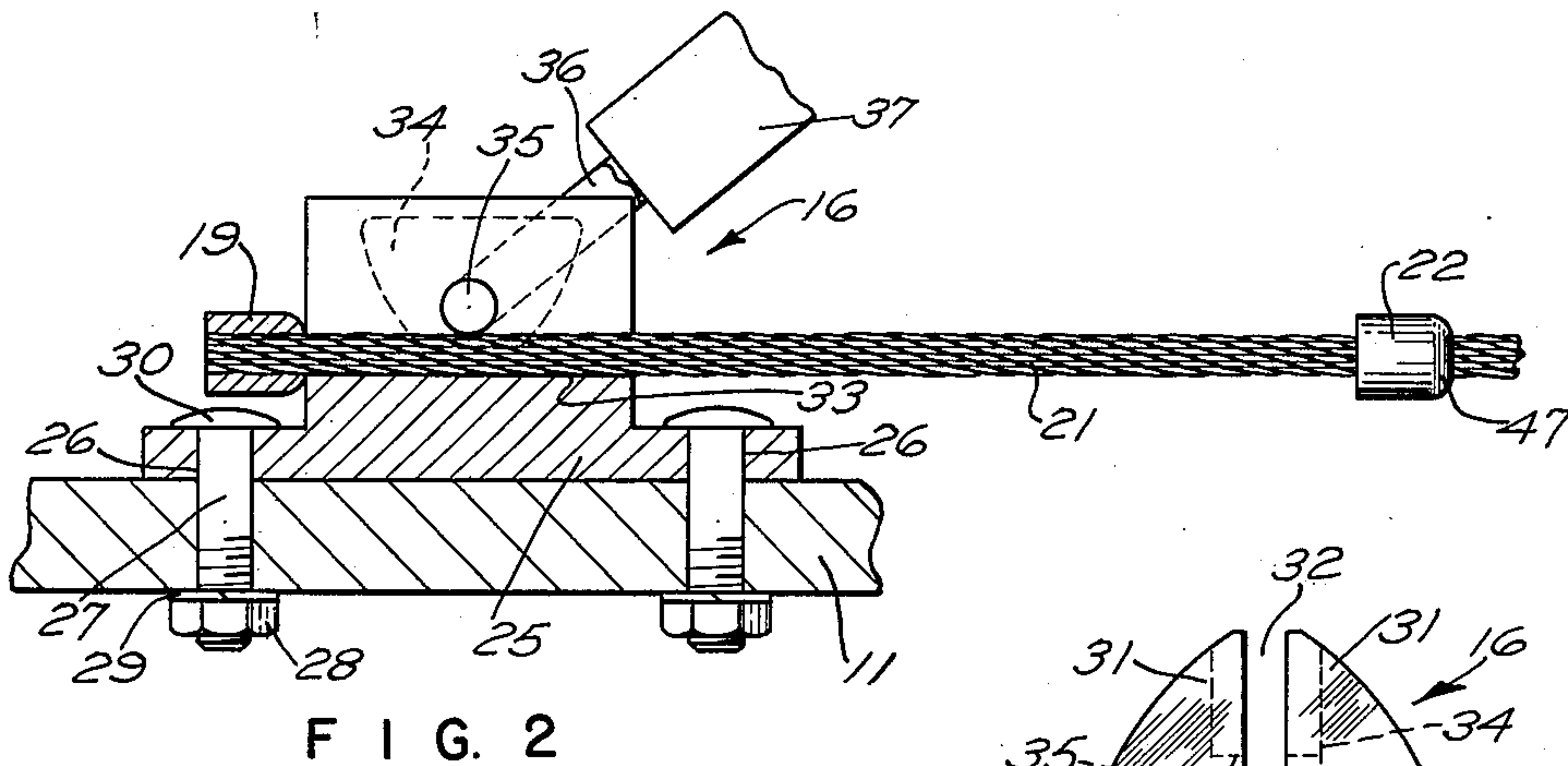
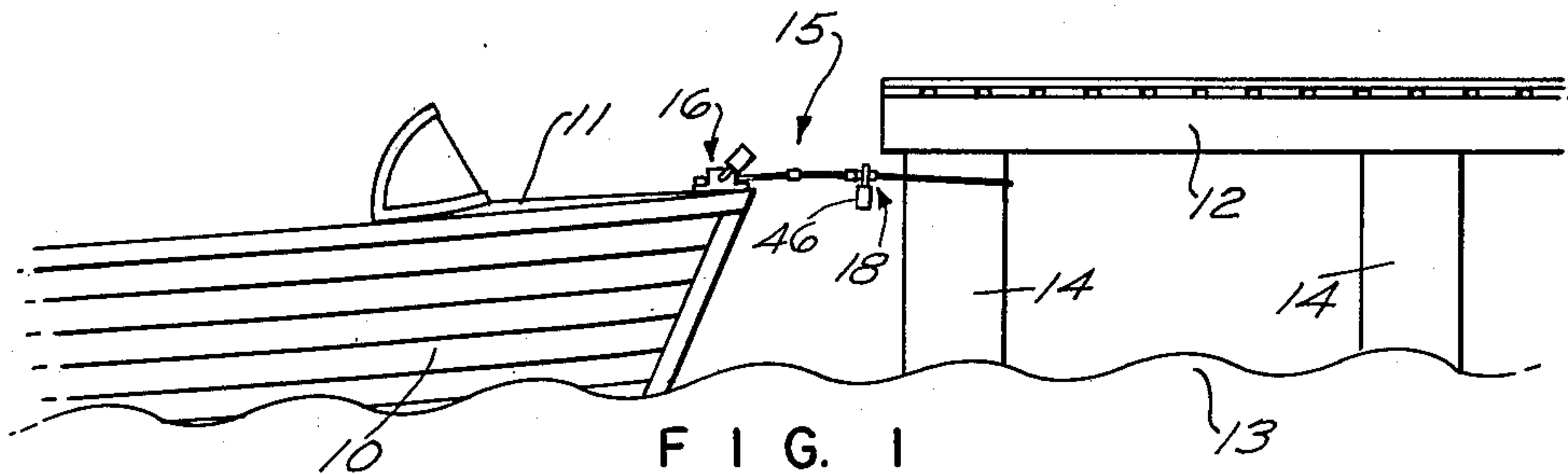
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DEVICE FOR LOCKING A BOAT AGAINST UNAUTHORIZED USE

Filed July 18, 1961



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## 3,101,695 DEVICE FOR LOCKING A BOAT AGAINST UNAUTHORIZED USE

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This invention relates to a device to prevent the unauthorized use of a boat while afloat but adjacent a wharf.

It is difficult to lock a floating boat of small size against unauthorized use as the usual means for securing a boat to a wharf or float is by means of a rope which is tied about a cleat or bit of the boat and also tied to a pile or cleat or bit on the wharf or float.

One of the objects of this invention is to provide a wire which cannot be cut by an ordinary knife or the like and which wire will be received in other parts so that a padlock may be applied, and unless the wire is severed or the padlock destroyed, the boat will not be usable by some unauthorized person.

Another object of the invention is to provide a device which is inexpensive to construct and simple in its use.

With these and other objects in view, the invention consists of certain novel features of construction as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings:

FIGURE 1 is an elevation of a part of a boat on a part of a wharf illustrating my securing device as in position of use;

FIGURE 2 is a sectional view through the deck of the boat with a part of my securing device fastened in position thereon and illustrating its manner of use;

FIGURE 3 is an end view of the device shown in FIGURE 2 with the wire and lock omitted;

FIGURE 4 is a perspective view of a unit of the device which secures the loop about the pile; and

FIGURE 5 is a plan view of the wire with sleeves permanently secured thereon.

In proceeding with this invention, I have provided a wire which cooperates with solid blocks so slotted as to receive the wire sideways into slots in the block. Openings in the walls of the slot are provided for the use of a padlock to extend across the slot to prevent the wire from being lifted out of the slot, while sleeves are swaged on to the wire to prevent endwise sliding of the wire through the slots for removal of the wire therefrom. One of these blocks is so fashioned that it may be secured to the deck of the boat by bolts, while the other block is so fashioned that it will be mounted on the wire by the wire being threaded through an opening therein so that it may be slid along the wire to be a terminus for an adjustable loop about a pile with an end of the wire.

With reference to the drawings, 10 designates generally a boat having a deck 11 and 12 designates the floor part of a wharf supported above water 13 by piles 14. The device of this invention is designated generally 15 for securing the boat 10 to the wharf by means of passing a part of a wire about the pile 14 and then locking the parts so that they may not be detached without destruction.

The device for locking the boat to the wharf consists essentially of three parts, one part being designated generally 16 which is mounted on the deck 11 of the boat, another part being designated 17 and comprising a wire with sleeves firmly secured thereon at spaced locations, while a third part designated 18 comprises a unit which

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may be slidably mounted on the wire for anchoring an end thereof after passed about the pile 14.

The wire designated generally 17 is of any suitable length depending upon the size of tether desired for holding the boat to the wharf. It would usually be formed of stainless steel twisted in the usual fashion. Sleeves 19 and 20 are secured at either end of the wire 21 by some compression means such as swaging. These sleeves will not be slidable along the wire, nor will they be detachable therefrom. The sleeves at the ends of the wire will also prevent the wire from unraveling. A third sleeve 22 is secured to the wire at a point spaced from one of the sleeves such as 19 a distance sufficient to leave the portion 23 of the wire available for use with the deck unit 16.

The deck unit 16 comprises a base 25 which has openings 26 therein for the reception of bolts 27 passing through the deck 11 and secured by nuts 28 bringing up against washers 29 for drawing the plain heads 30 snugly against the upper surface of the base. Walls 31 extend upwardly from the base in spaced relation to provide a slot 32 between them, while leaving a bottom 33 for the slot. These walls 31 while generally arcuate in end views have recesses or notches 34 formed intermediate their ends so as to thin down the walls 31 at their mid portions, and in these mid portions thus thinned down there are openings 35 which are aligned one with the other in the opposite walls 31 and are spaced above the bottom 33 a distance so that when the wire 21 is located in the slot and against the bottom 33, the hasp 36 of a padlock 37 may be passed through these openings 35 so as to prevent the wire between sleeves 19 and 22 from being lifted out of the slot. The sleeves 19 and 22, as can be seen in FIGURE 2, will prevent the wire from being moved endwise out of the slot and it being movable endwise only a distance between the sleeves 19 and 22. By this arrangement this end of the wire is locked to the boat so that it cannot be separated therefrom.

The unit 18 shown in FIGURE 4 also comprises a block 40, and this block has an opening 41 extending therethrough so that the wire 21 may be passed through this opening by threading the wire through the opening prior to the attachment of the sleeve 20 in position. Thus this unit will remain always on the wire after the sleeves are assembled thereon. At a point spaced above or from the opening 41 in the base 42, there are side walls 43 which have substantially uniform thickness with a bottom 45 between them providing a slot 50. Each wall is provided with a hole 44 which holes are aligned and spaced above the bottom 45 of the slot 50 a distance sufficient so that when the end portion of the wire carrying the sleeve 20 is positioned therein, a padlock 46 may be passed through the openings 44 so as to secure the wire against being lifted out of the slot 50. The sleeve 20 is rounded at its end as at 47, while the opening 45 at the lower end of the slot adjacent its bottom 45 is beveled as at 48 so as to receive this rounded end of the sleeve therein.

In order to secure the boat to the pile 14, it is necessary to pass the end portion 49 about the pile and place this end portion in the slot 50 between the walls 43 and then position the back of a padlock 46 through the openings 44 to secure the wire in position. The sleeve 20 prevents the wire from being slid through the slot 50 for detachment, while the other end of course extending to the boat and there being locked cannot be passed through the opening 41 for detachment, and thus the boat is locked to the pile against unauthorized detachment.

Of course, it will be apparent that two devices or two units such as 16 may be used, one on the boat and one on the wharf, if it is desired that this manner of securing



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would be satisfactory or desirable, and a unit 16 would be the type used for securing a boat to a float.

I claim:

1. A device for securing a boat against unauthorized use comprising a wire, sleeves clamped on the wire at spaced locations, a block having a base providing an undersurface for engagement with a deck or the like, spaced walls extending at generally right angles to said surface forming a slot with a bottom generally parallel to the undersurface for the reception of the wire between said sleeves, holes in said walls transverse of said slot at a location above said bottom greater than the diameter of said wire between said sleeves for the reception of a padlock, said wire additionally having a sleeve adjacent one end and a second block having a hole smaller than said sleeve through which said wire passes, said second block also having a slot in the block of a width for receiving

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a stretch of said wire adjacent said end whereby the wire may be looped about a pile with the end portion in the slot of said second block, said second block having holes at right angles to its slot for the reception of a second padlock.

2. A device as in claim 1 where the base has means to secure it to said deck of said boat.

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