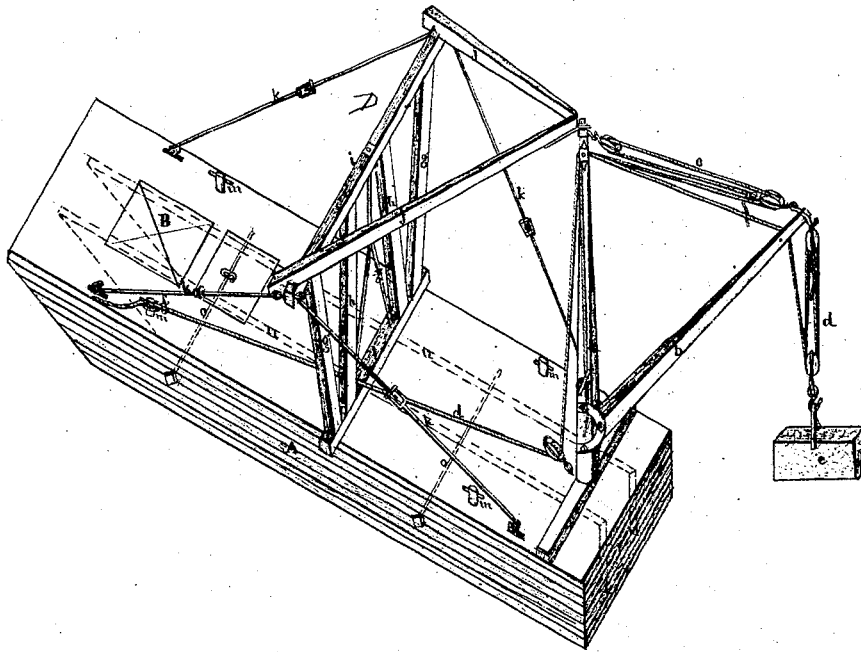


T. Saulhaugh,

Derrick.

No. 107,630

Patented Sept. 20. 1870.



Witnesses { *W. Carroll*
W. W. Gairde

Inventor.
Thomas Saulhaugh

United States Patent Office.

THOMAS SAULPAUGH, OF ROCK ISLAND, ILLINOIS.

Letters Patent No. 107,630, dated September 20, 1870.

IMPROVEMENT IN DERRICK-BOATS.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, THOMAS SAULPAUGH, of Rock Island, in the county of Rock Island and State of Illinois, have invented certain Improvements in Derrick-Boats, of which the following is a specification, reference being had to the accompanying drawing.

My invention relates to floating derricks, used in building wharves, piers, &c.; and

It consists in mounting upon a suitable boat a derrick and an engine or horse-power for operating the same, and in so bracing the derrick to the boat as to avoid the use of guys or ropes from the derrick to the shore, or to cribs in the water, as required in the present boats.

The drawing represents my improved derrick-boat in perspective.

In floating derricks, as heretofore constructed, the boat served merely as a transport for the derrick, and a foundation for the derrick-post, when in use, the latter being supported by guys stretched from it to shore, or to cribs built in the water for that express purpose.

The plan is open to serious objections, as the cribs are expensive to build, the guys oftentimes a hindrance to navigation, and in need of constant adjustment, as the boat is moved.

The object of my invention is to produce a boat having the derrick so mounted thereon as to avoid the necessity of any other braces than those connecting between the derrick and the boat, so that the boat can be moved from place to place without stopping to build cribs or adjust guys.

In constructing my derrick-boat, I provide a boat, A, of proper size, and of any suitable style or form, and strengthen it by means of longitudinal bulkheads, *n*, and transverse tie-rods, *o*, as shown.

Across the middle of the boat I erect a strong upright frame, D, consisting of the top and bottom timbers, *i* and *l*, and the uprights, *g* and *h*, framed strongly together and secured rigidly to the boat.

The frame D I brace in an upright position by means of four rods or chains, *k*, extending from the upper corners of the frame, forward and aft, to the sides of the boat, as shown.

Near one end of the boat I mount a derrick-post, *a*, about one-third higher than the frame D, and support its upper end by two braces, *j*, which latter are secured, at one end, to the upper corner of frame D, and connected together at their opposite ends, as shown.

The derrick-post I provide with a hinged boom, *b*, and tackle, *c d*, and upon the opposite end of the boat, at the point B, I place an engine or horse-power, with one or more drums, and connect the derrick-ropes therewith.

The engine or other motor serves also as ballast, to keep the boat in an upright position, and prevent its being overturned when weight is brought upon the derrick. When, however, unusually heavy work is to be done, additional ballast may be placed in the boat.

When the derrick is thus mounted and arranged, a strong, stiff, and convenient floating derrick is produced, which can be readily transported from place to place without delay or hindrance to navigation, and immediately set to work, without building cribs, or running out and securing guy-ropes or stays to hold it in position.

Having thus described my invention,

What I claim is—

A floating derrick, consisting of the boat A, having the rotating post *a*, hinged brace *b*, with the tackle *c* and *d* mounted thereon, in such a manner as to dispense with any other guys or braces than those which connect the post *a* to the boat, substantially as described.

THOMAS SAULPAUGH.

Witnesses:

W. L. CARROLL,
B. W. GARTSIDE.