

G. W. Mallory.

Detaching Boats.

No. 112,939.

Patented Mar. 21. 1871.

Fig. 1.

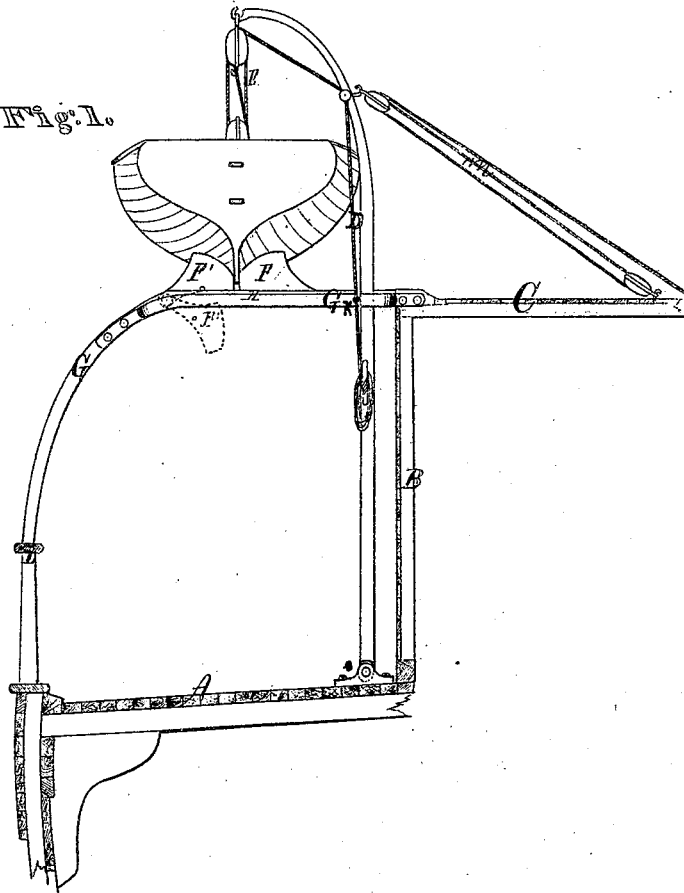
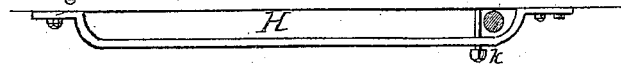


Fig. 2.



Witnesses:
Chas. Kimball.
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United States Patent Office.

GEORGE W. MALLORY, OF MYSTIC BRIDGE, CONNECTICUT.

Letters Patent No. 112,939, dated March 21, 1871.

IMPROVEMENT IN BOAT-LOWERING APPARATUS.

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, GEORGE W. MALLORY, of Mystic Bridge, in the county of New London and State of Connecticut, have invented a new and valuable Improvement in "Boat-Davits;" and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a vertical cross-section of a portion of a vessel, showing the application of my invention.

Figure 2 is a detailed view of the guide.

My invention has relation to means for facilitating the raising and lowering of boats to and from the decks of vessels; and

It consists in the construction and novel arrangement of devices whereby the boat may be raised and stowed upon her chocks, and, at the same time, kept always outside of the davits, ready for immediate use.

The letter A of the drawing represents the deck of a steamboat or other vessel;

B represents the cabin-wall; and

C the hurricane deck.

D represents the stern davit, provided with an elongated vertical stem, which is hinged to a block, *e*, secured to the deck A at the foot of the cabin-wall.

F F' represent the stern chocks secured to the horizontal portion of the bearer G. The inner chock is fixed to the rail rigidly, while the outer chock is pivoted, and is designed to be readily dropped when the boat is to be lowered away.

H represents a slot in the bearer G, in which the davit moves, and which limits its fall.

k represents a small bolt, passing horizontally and transversely through the walls of the slot H near its inner end, and serving to keep the davit in vertical position when the boat is stowed.

The hinge at the lower end of the davit is placed at

a sufficient distance from the side of the vessel to admit of the boat being stowed on her chocks between the davit and the rail.

L represents the rail at the side of the vessel.

The slotted bearers G proceed upward from the rail at the bow and stern of the boat for a certain distance, and then turn and run horizontally to the cabin-deck. The boat is thus always outside of the davits, ready for immediate use.

When the boat is taken from the water the davit is in an inclined position, resting against the outer end of the slot H.

After the boat has been hoisted by means of the tackle B a sufficient distance, the davit is brought to the perpendicular by means of the small tackle *m*, in which position it is retained by means of the bolt *k*.

To lower away the boat it is only necessary to drop the outside half, F', of the chocks, draw out the small bolt *k*, and slack up the tackle *m*, when the davits will pass through the slots in the bearers to an inclined position, carrying the boat outside of the rail, in position to be readily lowered to the water.

The bow-davit, with its attachments, is similar in construction and arrangement to the stern-davit above described.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with the slotted bearer G and hinged chock F F', of the boat-davit herein described, hinged at its lower end, substantially as specified.

2. The sectional chock herein described, having its outer half hinged, when constructed and arranged substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

GEORGE W. MALLORY.

Witnesses:

D. D. MALLORY,

THOS. E. PACKER.