

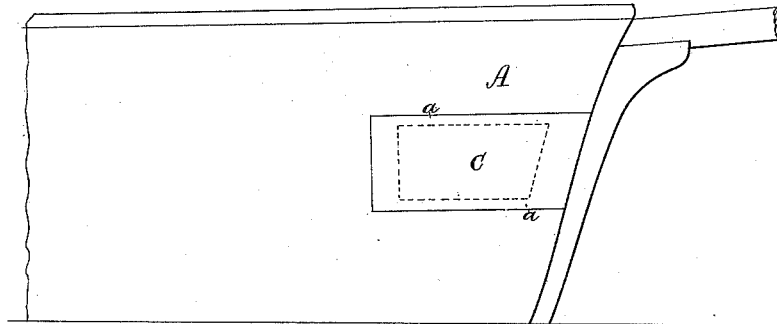
(No Model.)

R. B. CONDON.  
NAVIGABLE VESSEL.

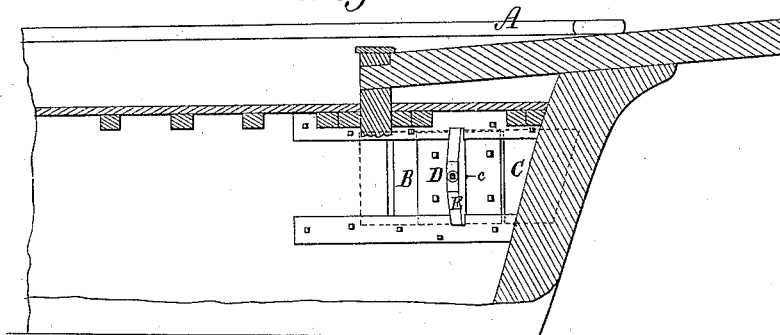
No. 307,438.

Patented Nov. 4, 1884.

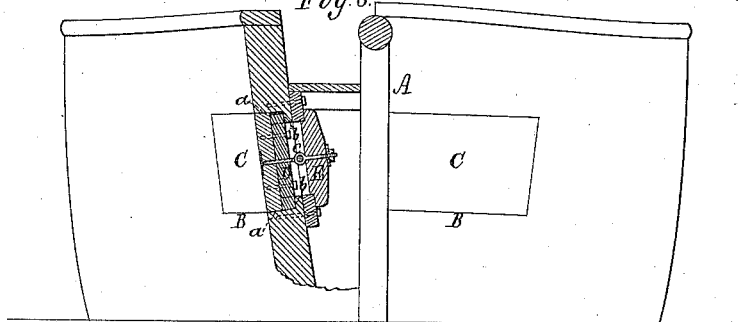
*Fig. 1.*



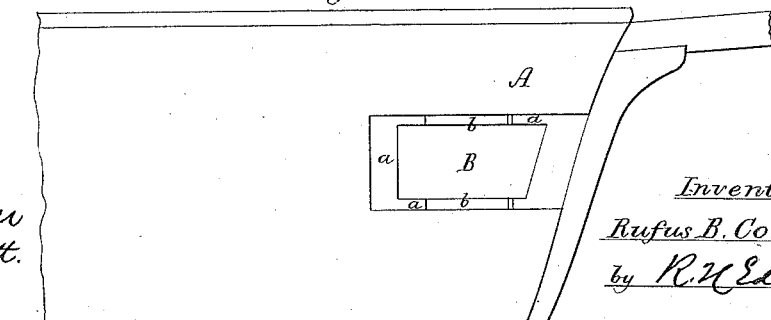
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



*Witnesses:*  
*L. N. Piper*  
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# UNITED STATES PATENT OFFICE.

RUFUS BARTLETT CONDON, OF BELFAST, MAINE.

## NAVIGABLE VESSEL.

SPECIFICATION forming part of Letters Patent No. 307,438, dated November 4, 1884.

Application filed August 18, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, RUFUS BARTLETT CONDON, of Belfast, in the county of Waldo, of the State of Maine, have invented a new and useful Improvement in Navigable Vessels; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a side elevation, Fig. 2 a longitudinal section, and Fig. 3 a transverse section, of a part of the bow of a vessel's hull, with its lumber-port provided with my invention, the nature of which is defined in the claim hereinafter set forth. Fig. 4 is a front view of the port as open.

Vessels provided with lumber-ports at the bow usually have at the mouth of the port a simple rabbet extending around such to receive and support the door or closure of the port, such door or closure being held in place by one or more turn buttons or bars extending across the port within the hold, and secured at the middle of each to the door or closure. In heavy or stormy weather such closures, covers, or doors are liable by the sea to be broken in or detached from the hull, greatly to its detriment, and imperiling the safety of the vessel.

My invention is to support the port cover or closure at and across its middle, as well as at its edges, and thereby render it more secure and better capable of withstanding the shocks of the seas. To this end I form in the port at its middle, and to extend inward from the upper and lower parts of its rabbet, two

recesses to receive a strong cross-piece or cleat at its ends, such cross-piece or cleat being bolted to the port cover or door. The turn-button or bar for holding the cover in place is at its middle connected to the cleat.

In the drawings, A denotes the bow, and B the "lumber-port," having at and around its mouth the usual rabbet, *a*, to receive the door, cover, or closure C. It also has leading out and in rear of the rabbet, at its upper and lower parts, the two recesses *b b*, to receive the cross-piece or cleat D, extending across the cover and fixed to it. This cleat at its end portions enters and rests within the recesses, and at its middle is connected by a line or other proper device, *e*, to the cross-bar E, used for holding the cover in place. The cleat not only greatly strengthens the cover or door at its middle, but with the sockets or recesses, for reception of it, the said cleat operates to there support the cover or door to great advantage to prevent it from being stove in by the seas in heavy weather.

I claim—

In combination with the lumber-port and its door or cover of the hull of a navigable vessel, the cleat or support-piece arranged across the cover at or near its middle, and the recesses for reception of such cleat extending back from the rabbet of the mouth of the port, all being substantially as set forth.

RUFUS BARTLETT CONDON.

Witnesses:

R. H. EDDY,

E. B. PRATT.