(No Model.)

J. T. ISH.

ROWLOCK.

No. 524,171. Patented Aug. 7, 1894.

FIG. 1.

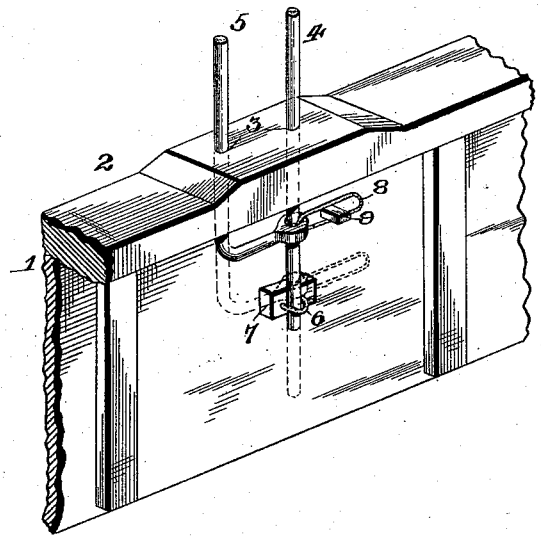
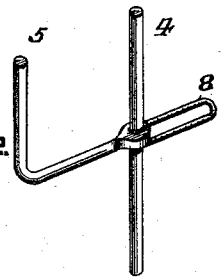


FIG. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES THOMAS ISH, OF SAN FRANCISCO, CALIFORNIA, ASSIGNOR TO SAMUEL BONNIFIELD, OF SAME PLACE.

ROWLOCK.

SPECIFICATION forming part of Letters Patent No. 524,171, dated August 7, 1894.

Application filed August 17, 1893. Serial No. 483,398. (No model.)

To all whom it may concern:

Be it known that I, JAMES THOMAS ISH, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Rowlocks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to row locks for boats of the class wherein upright pins are employed and has for its object to provide for a quick adjustment or dropping down of the said pins below the rail of the boat when their use is not desired, and also to always have them in convenient position for quick adjustment for use, and avoid displacement or loss of the same by slipping from their support.

With this and other objects in view, the invention consists of the construction and arrangement of the several parts which will be more fully hereinafter described and claimed.

In the drawings:—Figure 1 is a perspective view of a portion of the side of a boat, showing the improved row lock adjusted in position for use in full lines, and dropped down in dotted lines. Fig. 2 is a detail perspective view of the row lock disconnected.

Similar numerals of reference are employed to indicate corresponding parts in both figures.

Referring to the drawings, the numeral 1 designates a side of a boat having a top rail 2, with a pair of openings 3, extending therethrough which are spaced apart from each other. Adjustably mounted in said openings 3, is a pair of pins 4 and 5, the pin 4, being continuous in a vertical line, and the lower part of the pin 5, bent at a right angle and secured to the said pin 4, the bend of the said pin 5, being located under the rail. The lower part of the pin 4, is extended down some distance, and passes freely through a loop or staple 6, secured in a block 7, at a suitable distance below the rail 2. Loosely connected to the pin 4, adjacent to the point where the lower bent end of the pin 5, is secured, is a latch 8, which co-acts with a pin or peg 9, it being seen that when the said latch is in engagement with the said pin or peg 9, that the pin 4 is raised and in position for use. In lowering the said pins 4 and 5 the latch is turned and released from engagement from the pin or peg 9, thereby permitting the said pins 4 and 5 to drop down so that their upper ends will be on a level with the upper surface of the rail 2.

Of course it will be seen that the lower projecting portion of the pin 4, serves as a guide for the device in its operation, and prevents the pins from jamming as they are moved upwardly or downwardly.

The improved lock is especially valuable for many reasons, and among others may be mentioned that the row locks can be adjusted in such manner as to avoid a surface projection and permit boats to be turned bottom side up as frequently happens on shipboard, and as the class of boats which are usually employed on shipboard are generally provided with removable wooden pins which are used as row locks, and which are supposed to be secured against loss by a single line which soon becomes rotten by exposure to the elements, and the pins are frequently lost. In fact, when a boat is lowered hurriedly, especially at night, or under trying circumstances, it often happens that the pins cannot be found, and it is with difficulty that the boat is handled by oars. All these disadvantages are avoided by the use of the improved row lock, hereinafter set forth, and it is obviously apparent that the latch can be provided with a spring action and work equally as well as if pivoted and thereby become automatic in its operation. Other changes in the construction and arrangement of the several parts might readily be adopted and substituted for those shown and described without in the least departing from the nature or spirit of the invention.

Having thus described the invention, what is claimed as new is—

In a row-lock, the combination of a pair of pins, adjustably mounted in the rails of a boat, one of said pins being connected to the

other, to act in unison therewith, a staple, in which a projected portion of one of said pins is guided, a latch carried by said pins, and a pin or peg adapted to be engaged by said latch, substantially as and for the purposes specified.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JAMES THOMAS ISH.

Witnesses:
MARK LANE,
WM. WENDELL.