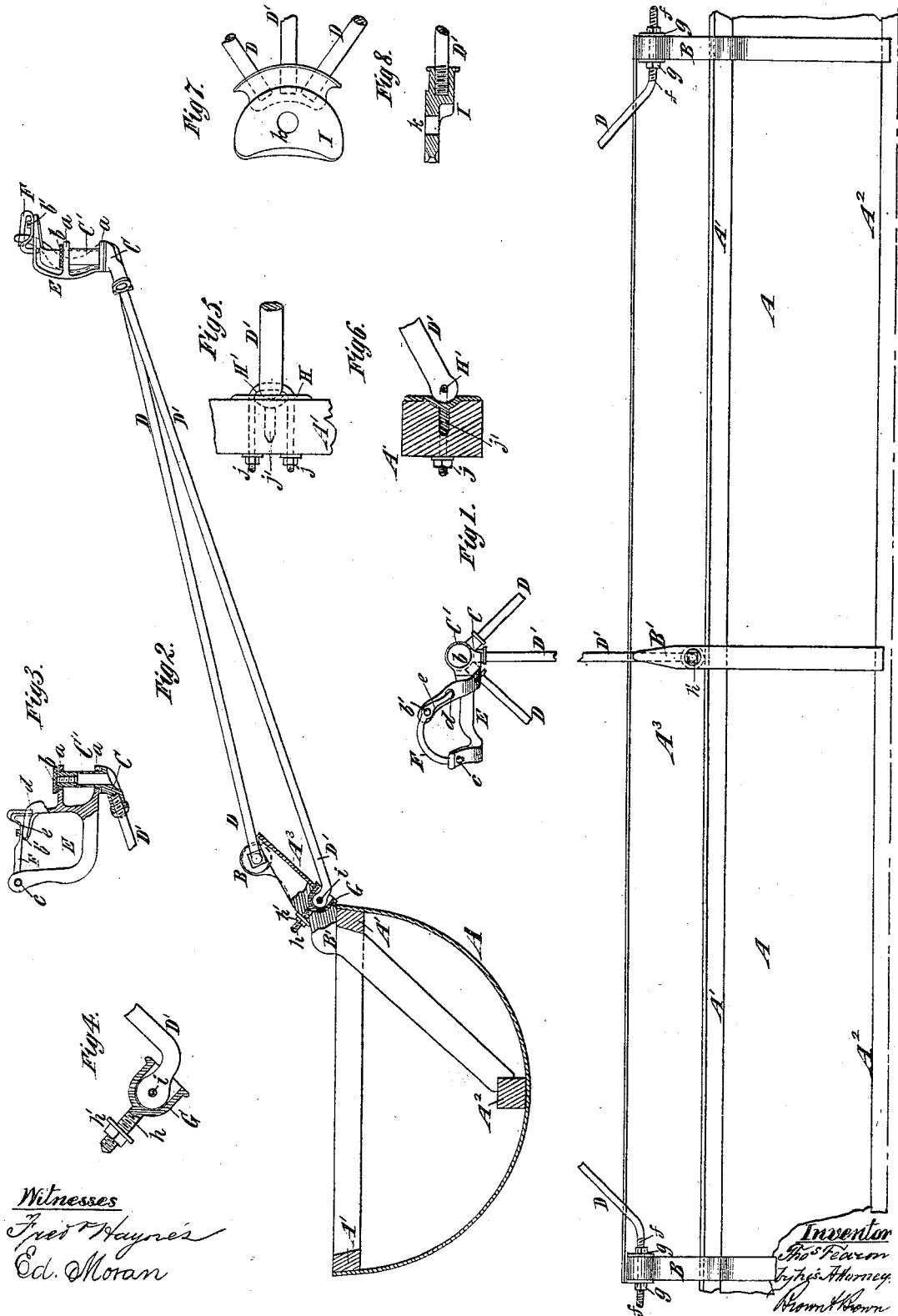


(No Model.)

T. FEARON.
OUTRIGGER BOAT.

No. 271,441.

Patented Jan. 30, 1883.



Witnesses
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UNITED STATES PATENT OFFICE.

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OUTRIGGER-BOAT.

SPECIFICATION forming part of Letters Patent No. 271,441, dated January 30, 1883.

Application filed April 4, 1882. (No model.)

To all whom it may concern:

Be it known that I, THOMAS FEARON, of Yonkers, in the county of Westchester and State of New York, have invented certain new and useful Improvements in Outrigger-Boats, of which the following is a specification.

My invention relates to the outriggers and rowlocks used most commonly in racing-boats, and an important object of my invention is to afford greater facility for adjusting the rowlocks, both in the direction of the length of the boat and vertically, to suit different oarsmen.

The outriggers most commonly used have three legs or braces, which are permanently fastened at their inner ends to timber-heads, which project outward transversely from the keelson of the boat over the gunwale; and my invention consists in a novel manner of connecting the legs or braces of the outrigger with the hull of the boat, so as to afford provision for adjusting the legs or braces to shift the rowlock forward or backward or vertically, as hereinafter more fully described.

The invention also consists in a rowlock-plate and rowlock of novel construction, and in a spring-latch of novel construction for retaining the oar in the rowlock, all as fully hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a plan of a portion of a boat provided with an outrigger and rowlock of my improved construction, the legs or braces being broken away. Fig. 2 represents a transverse section of the boat. Fig. 3 represents a vertical section of the rowlock-plate and rowlock. Fig. 4 represents a sectional view of the inner end portion of the middle outrigger leg or brace and a device whereby it is connected with the middle timber-head upon a larger scale. Figs. 5 and 6 represent a plan and vertical section of a device of modified form whereby the middle leg or brace is connected with the gunwale; and Figs. 7 and 8 represent respectively a plan and section of a rowlock-plate of modified form.

Similar letters of reference designate corresponding parts in all the figures.

A designates the boat, and A' the gunwale thereof.

B B designate the fore and aft outrigger timber-heads, and B' the center timber-head,

all of which extend transversely outward from the keelson A² over the gunwale A', and to which the combing A³ is fastened.

Referring now to Figs. 1 to 4, inclusive, C designates the rowlock-plate, which is provided with screw-threaded sockets, into which the side legs or braces, D, and the center leg or brace, D', of the outrigger are screwed. The rowlock-plate is provided with a fixed upwardly-extending pin or pivot, C', which is represented as made integral with it, and the rowlock E is provided with eyes or bearers a, which fit loosely upon the pin or pivot C', and are free to turn thereon. The eyes or bearers a are slipped over the pin or pivot C', and the rowlock is secured thereon by a screw-cap, b, the shank of which is inserted into the pin or pivot C', as shown in Fig. 3, and which overlaps the upper eye or bearer, a.

The rowlock E is of a common form, and is provided with a spring-latch, F, for preventing displacement of the oar. This latch is pivoted to the rowlock at b', and one end thereof enters a lateral hole or eye, c, while the other end enters a vertical hole or eye, d. The latch is flattened or thinned at e to form a spring, and in order to open the rowlock the end which enters the eye d is sprung upward out of said eye to permit the latch to swing upon its pivot b'. In closing the rowlock the end of the latch which enters the eye d is sprung up to permit its opposite end to enter the eye c, and is then allowed to spring into the eye d.

The fore and aft legs or braces D of the outrigger have their inner ends bent so as to extend horizontally lengthwise of the boat and provided with long screw-threads f. These screw-threaded ends are inserted horizontally through the fore and aft timber-heads B, as clearly shown in Fig. 1, and are secured rigidly in place by nuts g. If the nuts g are loosened, the outrigger may be shifted lengthwise of the boat to bring the rowlock E farther forward or aft, as the oarsman may desire, and after being adjusted the legs or braces are securely fastened by screwing up the nuts g upon the timber-heads B.

The manner of connecting the center leg or brace, D', with the center timber-head, B', is shown clearly in Figs. 2 and 4.

G designates a concave socket, which is inserted into the timber-head B' and secured therein by a screw-threaded stem, *h*, and nut *h'*. The inner end of the leg or brace D' is bent up so as to enter the socket G, and is secured therein by a horizontal pin or pivot, *i*, inserted transversely through the socket and leg or brace; but the head or end of the leg or brace is intended to bear upon the interior of the socket and thereby relieve the pin or pivot *i* of strain.

If it is desired to raise the rowlock-plate C, the screw-threaded ends *ff* of the braces D D are spread apart by the nuts *g g*, and if it be desired to lower the plates C the said ends *ff* are drawn nearer together by the said nuts. In either case the ends of the legs or braces D, which are inserted in the timber-heads, constitute pivots on which said legs or braces may swing vertically, and by this means I provide for very conveniently adjusting the rowlock E up or down to suit different oarsmen.

In lieu of the socket G, I may employ a socket of the form represented in Figs. 5 and 6, whereby the leg or brace may be connected with the gunwale A'.

H designates a flanged socket, which is let into the gunwale, and in which the inner rounded end of the leg or brace D' rests; and H' designates a staple-bolt, which is inserted through a hole in the leg or brace and through the socket H and gunwale A', as clearly shown. At the inner ends the bolt H is provided with nuts *j*, whereby the socket and leg or brace are both fastened securely to the gunwale. In this case also the end of the leg or brace D' fits against the concave socket, and thereby the bolt H', which forms the pivot of the leg or brace, is relieved of strain. The socket H is also provided with a fixed pin or spur, *j'*, which is driven into the gunwale.

If it is desired to employ instead of the rowlock E a rowlock which is provided with a fixed stud or pin projecting downward from it, and which is adapted to turn in the rowlock-plate, I may employ a plate, J, of the form shown in Figs. 7 and 8, which is provided with screw-threaded sockets for the reception of the legs or braces D D D', and which is provided with a vertical eye or socket, *k*, adapted to receive the pivot of the rowlock.

Instead of making the legs or braces of rods, as here shown, they may be made of tubing, to secure lightness and increased rigidity.

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

1. The combination, with a boat, of the rowlock-plates and the outrigger legs or braces screwed into said plates, so that they may be lengthened or shortened and connected with the boat by horizontal pivots, on which they may swing to raise or lower the rowlocks, substantially as specified.

2. The combination, with the boat provided with the fore and aft outrigger timber-heads, of a middle outrigger leg or brace, the fore and aft outrigger legs or braces having their ends screw-threaded and inserted transversely through said timber-heads, and nuts applied to said ends for securing said legs or braces in place, substantially as specified.

3. The combination, with the rowlock-plates, of middle outrigger legs or braces and the fore and aft legs or braces D, screwed in said plates and having their ends bent so as to extend lengthwise of the boat, and screw-threaded and provided with nuts, substantially as and for the purpose specified.

4. The combination, with fore and aft outrigger legs or braces and the middle legs or braces having rounded ends, of the concave sockets, into which said ends are inserted, and horizontal pivots connecting the legs or braces with the sockets, and on which the legs or braces may swing, substantially as and for the purpose specified.

5. The combination, with the fore and aft outrigger legs or braces and the middle leg or brace, D', having its end bent and rounded, of the concave socket G, provided with the screw-threaded shank *h* and nut *h'*, and the pivot *i*, substantially as specified.

6. The combination, with the rowlock provided with the lateral eye *c* and the vertical eye *d*, of the pivoted spring-latch F, constructed and operated substantially as specified.

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Witnesses:

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