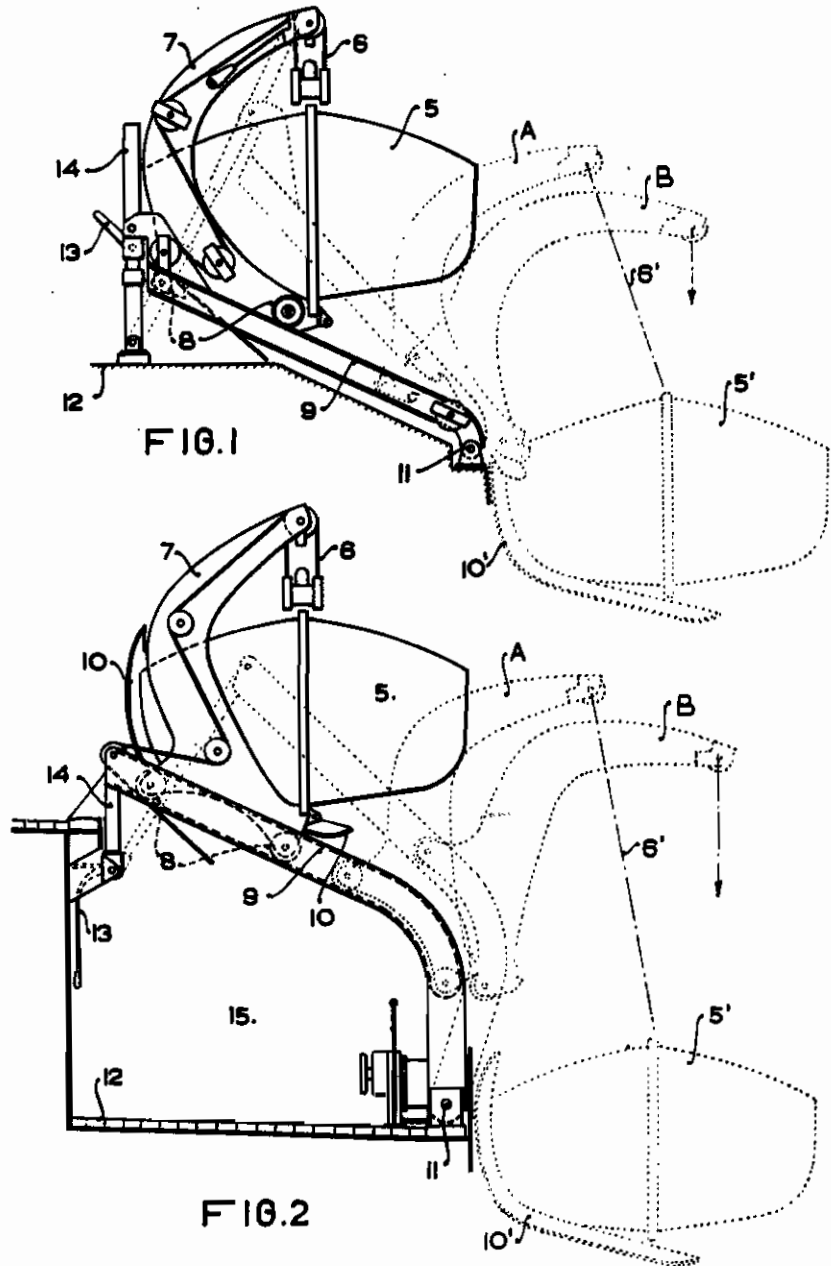


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SHIPS' DAVITS OF THE GRAVITY TYPE
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SHIPS' DAVITS OF THE GRAVITY TYPE

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My present invention relates to ships' davits of the gravity type, i. e. to davits comprising a davit arm adapted to travel down an outwardly sloping track disposed substantially athwartships on the vessel and thereby to move from an in-board position into an outboard position exclusively under the influence of gravity. In certain types of gravity davit, the davit arm has its foot pivoted to a carriage adapted to run on the track and is thus adapted for outward swinging or luffing movement in addition to outward traveling movement, reference being had to my prior U. S. Patent Serial No. 1,141,452.

As to said track, it is desirable for the same to have a steep inclination, in order that the boat may be readily launched even on the high side of a ship having a heavy list. On the other hand, a steep inclination of the track means increased height of the boat above the water line and consequently, apart from other drawbacks, reduced stability of the ship.

The primary object of my present invention is a gravity davit by means of which the boat can be safely and quickly launched under practically all conditions and nevertheless be stowed at a relatively low level. With this and other objects in view, I suggest to provide for means whereby the slope of the davit arm track relative to the ship's deck can be varied, preferably by pivoting the outer end portion of the track to the ship so as to adapt it for transverse swinging movement, and by associating the inner end portion thereof to the ship by a telescopic screw gear such, for instance, as disclosed by my prior U. S. Patent 2,044,403.

In order that my invention may be fully understood, I shall now proceed to describe the same with reference to the annexed more or less diagrammatic drawing, on which:

Fig. 1 is a front view of a life boat suspended from a gravity davit in accordance with my invention, the inboard or stowed position being shown in full lines, two outboard positions being indicated in dotted lines, and

Fig. 2 is a similar front view of a somewhat different arrangement.

In Fig. 1, the reference numeral 5 (5') designates the life boat, 6 (6') one of the two boat falls, and 7 the corresponding davit arm. The davit arm as an enlarged foot provided with rollers 8, through which it is adapted to run athwartships on an outwardly sloping track 9. Said arm is thus capable, exclusively under the action of gravity, to travel from its inboard position to its extreme outboard position.

Detachably secured to the boat are a pair of skates 10 (10'), which serve for protecting the

boat against damage during lowering and for guiding it over the ship's side, as is well known in the art.

In accordance with my invention, the track 9, instead of being rigidly secured to the vessel such as is the case in prior suggestions, is pivoted with its outer end to the deck 12 as at 11, whereas its inner end portion is associated with the ship through a telescopic screw gear 14 hinged both to the deck and to the track, and adapted to be actuated by means of a crank handle 13.

Assuming the ship to have an appreciable list and the boat illustrated to be on the high side thereof, the slope of the track 9 in its lower position, as indicated by full lines, may be so small as not to allow the davit arm 7 with the boat 5 suspended therefrom to move outward by gravity only. In that case all that is required is increasing the slope of the track 9 by turning the crank handle 13 until the screw gear 14 has forced the track into a position wherein the slope of the latter is steep enough for causing the davit arm with the parts associated therewith to travel towards the water.

In its normal or lower position the track 9 has a slope, which just allows the boat to move outward by gravity on the high side of a ship having a list of say 10°. With this relatively small slope, the stowed boat may be arranged to assume a position only slightly above the deck 12.

The distance through which, in the extreme outboard position of the davit arm 7 on its track 9, the davit head projects laterally from the ship's side increases with the slope of the track. This clearly follows from Fig. 1 of the drawing, which shows that with the track 9 in its normal or lower position and in the position indicated by dotted lines the davit arm will assume positions A and B, respectively. The drawing further shows that with the davit arm in position A, the aforesaid distance is smaller than half the width of the boat 5. Consequently, the boat is preferably lowered in this position of the davit, in order that it may remain pressed against the ship's side and thus be prevented from swaying movement during the paying out of the falls. However, when the boat is to be hoisted again, the slope of track 9 should be increased, so that the davit arm approximately assumes position B, whereby the boat during hoisting will clear the ship's side.

According to Fig. 2, the track 9 is mounted at a level as to provide for a passageway between it and the deck 12. In said figure, like parts are designated by the same reference numerals as in Fig. 1.

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