G. H. HURD.

Oar-Lock.

No. 167,536. Patented Sept. 7, 1875.

Fig. 1

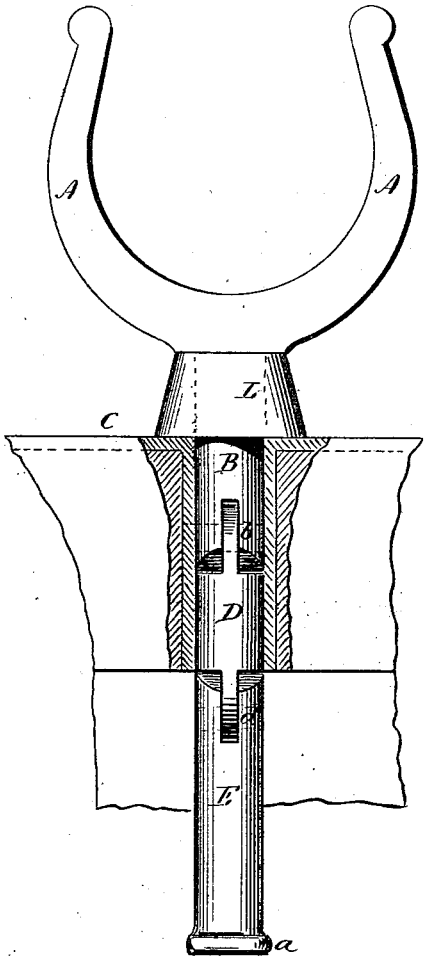
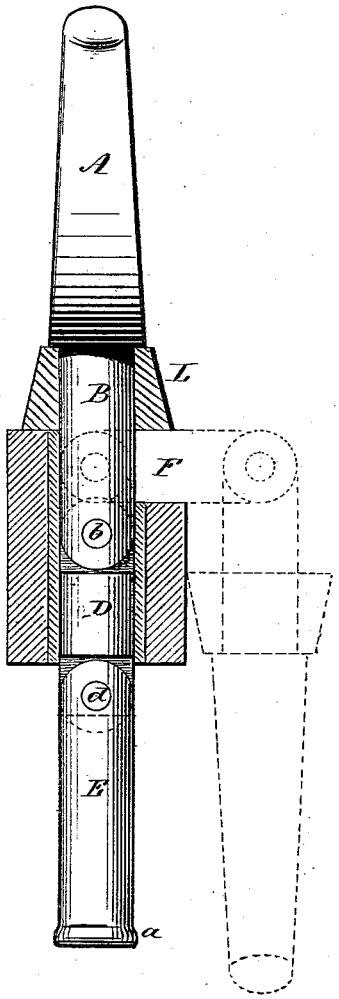



Fig. 2

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## IMPROVEMENT IN OAR-LOCKS.

Specification forming part of Letters Patent No. **167,536**, dated September 7, 1875; application filed May 20, 1875.

*To all whom it may concern:*

Be it known that I, GEORGE H. HURD, of Clinton, in the county of Middlesex and State of Connecticut, have invented a new Rowlock; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, side view; Fig. 2, edge view, the lock folded in broken lines.

This invention relates to an improvement in what are known as rowlocks, the object being to construct the lock so that it may be turned down into the boat when not required for use; and it consists in constructing the lock mounted on a vertical spindle, the said spindle jointed, so that by raising the lock from the seat the joint in the spindle will allow the lock to be turned over into the boat, as more fully hereinafter described.

A A are the two arms of the lock, of substantially the usual form, mounted on a spindle, B, so as to allow the lock to turn to the right and left in its seat C, in substantially the usual manner. This seat C is constructed so as to allow the lock and spindle to be easily raised, and the spindle is constructed with two additional lengths, D E, each jointed to the other, as shown, and the lower end of the part E provided with any suitable device, *a*, to prevent the spindle being accidentally drawn entirely from the seat.

When set up, as in Fig. 1, the lock has every advantage of the well-known rowlock, and is substantially the same, but when not in use, or when it is desirable to remove the lock, raise the lock and spindle until the joints *b d* come above the seat, then turn the lock down over the edge of the boat, the part E remaining in the seat, and the part D falling into a cavity, F, in the seat, as seen in Fig. 2. This cavity F prevents the lock turning from right to left after it is folded over, and also allows the lock attachment to come entirely below, or flush with, the edge of the boat.

To give a little elasticity to the lock, as well as to prevent rattling, an elastic or flexible collar, L, is placed beneath the lock, around the spindle.

While it is preferred to turn the lock down into an inverted position, as seen in Fig. 2, which requires the two joints *b d*, the lock may be turned into a plane with the edge of the boat by the use of a single joint.

I claim—

The herein-described rowlock, consisting of the two arms A A, mounted on the jointed spindle B, and arranged in the seat C, substantially as described, and so as to be folded, or turned below the edge of the boat, without removal from the seat.

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