

C. M. TARR.
Rudder-Chocks for Vessels.

No. 196,602

Patented Oct. 30, 1877.

Fig. 1.

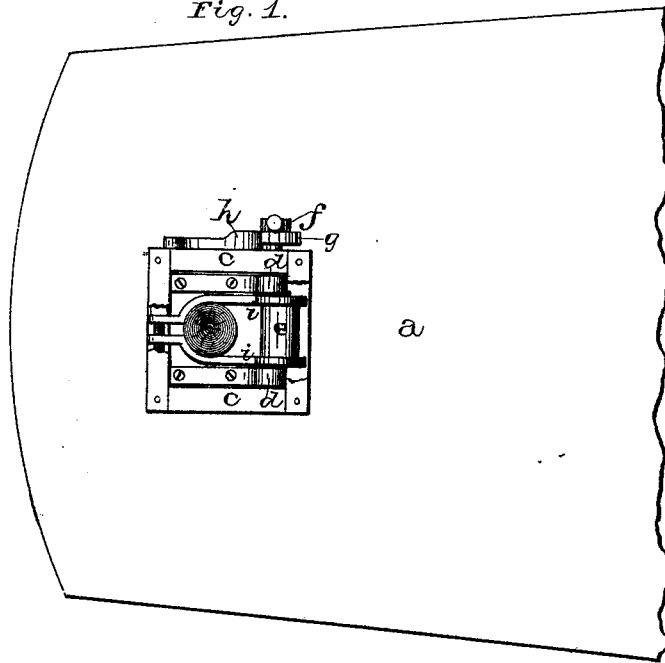
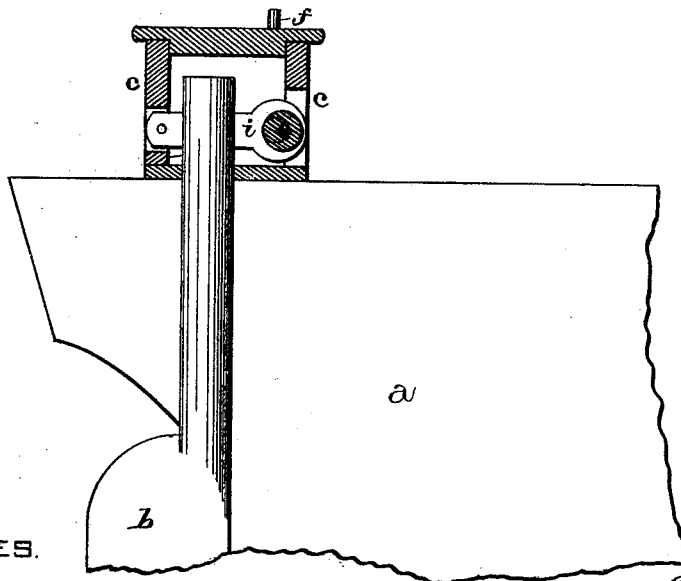


Fig. 2.



WITNESSES.

Wm. Garner
Will. H. Kendall

INVENTOR.

C. M. Tarr
per
F. A. Lehmann
attys

UNITED STATES PATENT OFFICE.

CHARLES M. TARR, OF GLOUCESTER, MASSACHUSETTS, ASSIGNOR TO A.
VOSS, OF SAME PLACE.

IMPROVEMENT IN RUDDER-CHUCKS FOR VESSELS.

Specification forming part of Letters Patent No. **196,602**, dated October 30, 1877; application filed
September 15, 1877.

To all whom it may concern:

Be it known that I, CHARLES M. TARR, of Gloucester, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Rudder-Chucks; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in devices for holding the rudders of boats and vessels still while lying at anchor; and it consists in a suitable clamping device, which is applied to the upper end of the rudder, so as to hold it so tightly that the rudder cannot be made to work back and forth by the action of the waves against it, as will be more fully described hereinafter.

The accompanying drawings represent my invention.

a represents the hull of a boat or vessel of any kind, and *b* the rudder. Upon the top of the boat, where the rudder-stem passes through, is placed a frame-work, *c*, which incloses the top of the stem like a box. In this box are placed the two bearings *d*, in which is journaled the eccentric shaft *e*, which shaft has a lever, *f*, upon its outer end, for operating it, and the ratchet *g*, in which the pawl *h* catches, so as to hold the shaft in any desired position.

Passed over or secured to the eccentric shaft *e*, in any suitable manner, are the two

clamps *i*, which have their rear ends connected together by a set-screw, so as to adjust them to any desired size of stem that may be used. Passing up through the space between these two clamps is the rudder-stem.

The operation of my device is as follows: When the eccentric shaft is turned in such a position as to move the clamps backward, the rudder is free to move back and forth in any direction that the one steering may choose, and without the slightest obstruction from the clamps.

As soon as the boat is brought to anchor, in order to prevent the waves from constantly working the rudder back and forth, and wearing out its bearings and getting out of order, the eccentric is moved forward, so as to bring the clamps tightly against the rudder, and thus hold it so rigidly in position that no ordinary force or power can move it. As soon as the boat is about to be used again, the clamps are moved back out of the way, when the rudder will move as freely as ever.

Having thus described my invention, what I claim is—

The combination of the eccentric shaft *e*, clamps *i*, rudder-stem, pawl and ratchet, and an inclosing-case, substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand this 30th day of August, 1877.

CHARLES M. TARR.

Witnesses:

CYRUS STORY,
ADOLPH VOSS.