

J. A. BAINES.  
Rowlocks.

No. 199,011.

Patented Jan. 8, 1878.

Fig. 1.

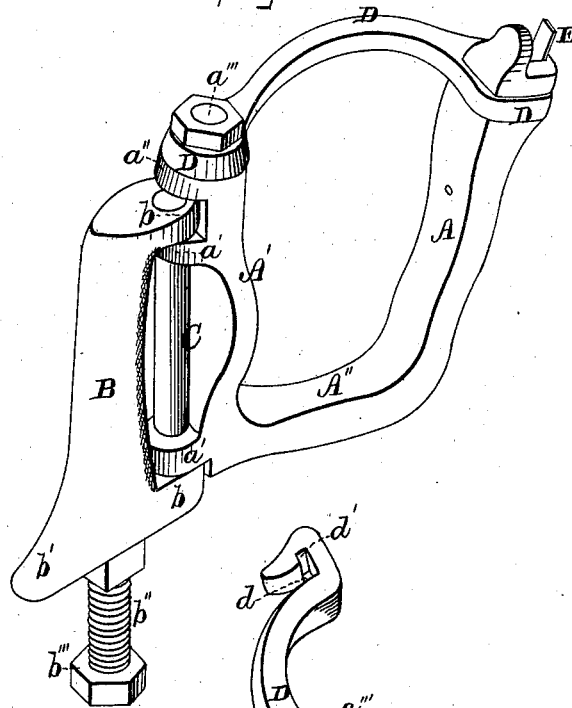


Fig. 2.

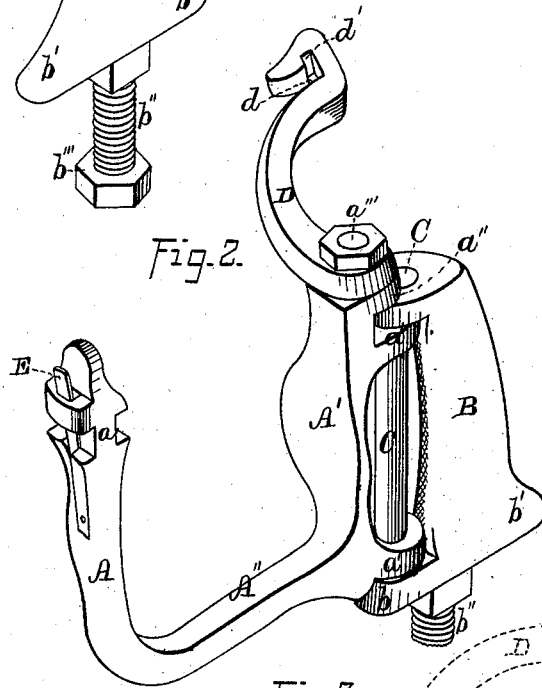
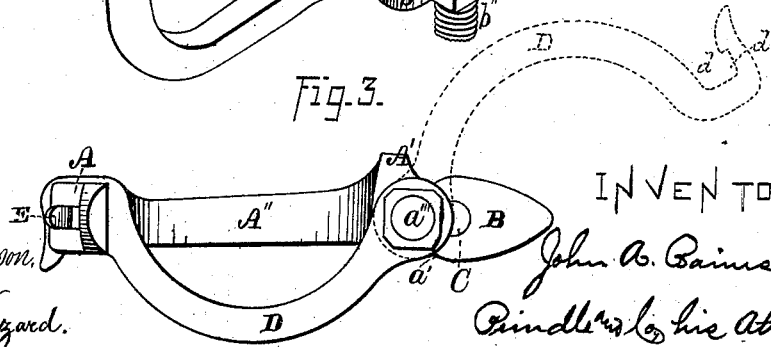


Fig. 3.



WITNESSES-

Jack Hutchison,  
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INVENTOR-

John A. Baines, by  
Pindle & Co. his Attys.

# UNITED STATES PATENT OFFICE.

JOHN A. BAINES, OF NEW YORK, N. Y.

## IMPROVEMENT IN ROWLOCKS.

Specification forming part of Letters Patent No. 199,011, dated January 8, 1878; application filed July 31, 1877.

*To all whom it may concern:*

Be it known that I, JOHN A. BAINES, of New York, in the county of New York, and in the State of New York, have invented certain new and useful Improvements in Rowlocks for Boats; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the inner side of my improved device. Fig. 2 is a like view of the outer side of the same; and Fig. 3 is a plan view of its upper side, the dotted lines showing the pivoted cap disengaged from the front thole-pin.

Letters of like name and kind refer to like parts in each of the figures.

The design of my invention is to increase the strength, durability, and efficiency of rowlocks; to which end it consists, principally, in the construction and combination of the oar-lock and its pivotal supporting-stud, substantially as and for the purpose hereinafter specified.

It consists, further, in the construction and combination of the oar-lock and pivoted cap, substantially as and for the purpose hereinafter shown.

It consists, finally, in the device as a whole, its several parts being constructed and combined to operate in the manner and for the purpose substantially as set forth.

In the annexed drawing, A and A' represent, respectively, the front and rear thole-pins of my oar-lock, which pins have the form shown in Figs. 1 and 2, and are connected together at their lower ends by means of a horizontal bar, A'', the whole being cast in one piece.

Upon the rear side of the rear thole-pin A', near its ends, are provided two lugs or ears, a', through which, and through two similar lugs, b, that are formed upon a stud, B, passes a bolt, C, which operates to connect said parts together, and serves as a pivotal bearing for the oar-lock. At a point opposite to the lower ear b of the stud B is a projection, b', which, in connection with said ear, forms a base for said stud, while from said base extends downward a threaded bolt, b'', that receives a nut, b''', and enables said stud or standard to be secured to the gunwale, or to an outrigger.

The bolt or screw C has its head contained within a countersink in the lower lug b, and its threaded upper end contained within a correspondingly-threaded opening in the upper lug b, by which arrangement said bolt is prevented from displacement, while the stud or standard remains attached to its support.

Near the upper end of the rear thole-pin A' is provided a third lug, a'', which projects over the upper lug b of the standard B, and, in connection with the lower lug a', furnishes a good and sufficient bearing for the downward pressure upon the oar-lock.

The lateral pressure of the oar-lock is sustained by the rounded ends of the lugs a' and b, each of which has a fair bearing against the contiguous portion of the opposite part.

Projecting upward from the upper end of the rear thole-pin A' is a threaded stud, a''', upon which is pivoted a bar, D, which in side elevation is straight, and in plan view has the outward-curving form shown in Fig. 3.

The outer end of the bar D has a hooked form, as seen in Fig. 3, and is provided with a vertical recess, d, that is considerably less in width than the transverse dimensions of the upper end of the front thole-pin A, which latter, at a point slightly below its said upper end, is grooved within its sides and inner face, so as to form a neck, a, that corresponds to and is embraced by the recessed end of said bar D.

The bar D is held in engagement with the thole-pin A by means of a spring-catch, E, which is secured upon the latter, and when said bar is turned to position, as seen in Figs. 1 and 2, engages with a notch, d', that is formed within one side of the recess d.

The bar or cap D is rounded downward and outward from its upper inner corner, so as to prevent wear of or injury to the oar, while its outward curve permits the latter to have its blade turned downward until said oar occupies a position which is nearly vertical.

In order that the friction of the button of the oar may be reduced to a minimum, the inner faces of the thole-pins A and A', more especially the latter, are rounded, as shown in Fig. 1, so as to form a round smooth bearing at such points.

The shape of the oar-lock gives to it, when in place, an outward and downward inclination of about ten degrees.

To use the rowlock, the cap D is detached from the front thole-pin A, and swung inward and forward until the oar can be placed between the thole-pins, after which said cap is returned to engagement with said thole-pin, where it effectually bars the displacement of said oar.

The rowlock thus constructed is simple, efficient, not easily injured or broken, and affords perfect freedom of motion to the oar, combined with safety from displacement of the same.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. The oar-lock consisting of the thole-pins A and A' and cross-bar A'', and provided with the ears *a'* and *a''*, in combination with the stud or standard B, having the ears *b*, and with the pivotal bolt C, substantially as and for the purpose specified.

2. In combination with the oar-lock described, the curved cap D, provided with the recess *d* and notch *d'*, pivoted upon the upper end of the thole-pin A', and engaging with the necked

upper end *a* of the thole-pin A, and with the spring-catch E, substantially as and for the purpose shown.

3. The hereinbefore-described rowlock, consisting of the thole-pins A and A', connected together by means of the cross-bar A'', and provided with the neck *a*, lugs *a'* and *a''*, and threaded stud *a'''*, the stud or standard B, having the lugs *b* and bolt *b''*, the pivotal bolt C, the cap D, pivoted upon said thole-pin A', and the spring-catch E, secured upon said thole-pin A, and arranged to engage with the recessed end of said cap, said parts being constructed and combined to operate in the manner and for the purpose substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 28th day of July, 1877.

JOHN A. BAINES.

Witnesses:

EDWARD MITCHELL,  
MICHEL MURRAY.