

W. B. HOAR.

BUOYS FOR INDICATING WRECKS, &c.

No. 173,633.

Patented Feb. 15, 1876.

Fig 1.

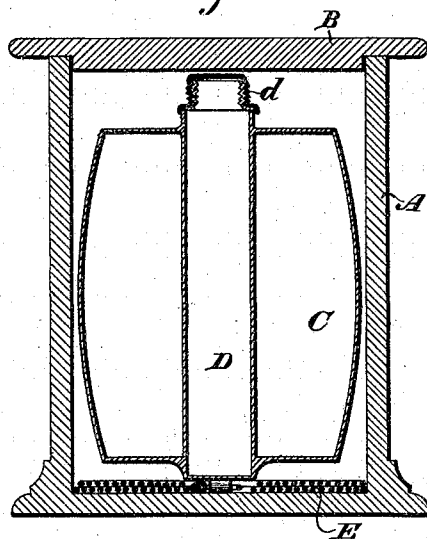
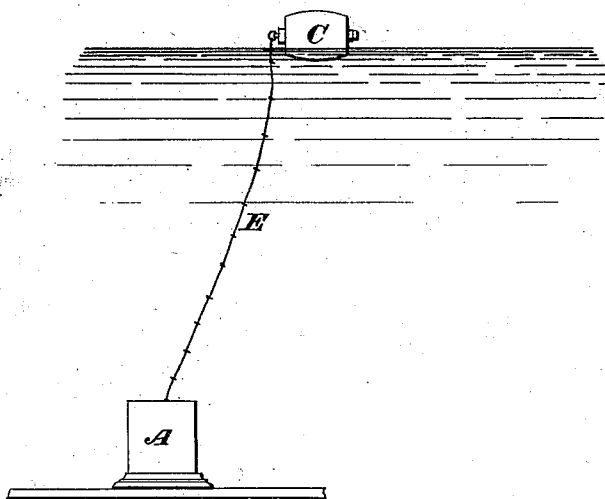


Fig 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

WILLIAM B. HOAR, OF HOUGHTON, MICHIGAN.

IMPROVEMENT IN BUOYS FOR INDICATING WRECKS, &c.

Specification forming part of Letters Patent No. **173,633**, dated February 15, 1876; application filed January 15, 1876.

To all whom it may concern:

Be it known that I, WILLIAM B. HOAR, of Houghton, in the county of Houghton and State of Michigan, have invented a certain new and useful Improvement in Buoys for Indicating the Localities of Sunken Vessels, of which the following is a specification:

The objects of my invention are to make known the name and indicate the locality of a sunken vessel; to show the depth of water the vessel lies in; and to preserve a list of the passengers and crew of the vessel, as well as give other information to the discoverers of the buoy.

To this end I construct a buoy with a water-tight compartment or chamber, open at one end, in which to place a roll of paper with a list of the passengers and crew, the name of the vessel, the date of sailing, where from, and where bound, &c., and provide the chamber with a cover, fitting water-tight upon its open end, which may be removed and replaced. The buoy is placed in a box to be fastened upon the deck, or upon some uncovered and conveniently accessible portion of the vessel, and the box provided with a cover which becomes detached when the vessel sinks, and allows the buoy to escape and float to the surface of the water. A suitable line or rope is secured at one end to the buoy, and at the other end to the box, and thus when the buoy floats it indicates the position of the vessel. Tags or marks upon the line at suitable intervals, numbered with feet or fathoms from the box toward the buoy, serve to show the depth of the water or distance of the vessel below the surface.

The subject-matter claimed will hereinafter specifically be designated.

In the accompanying drawings, Figure 1 represents a vertical central section through the buoy and its box; and Fig. 2 a view, on a reduced scale, showing the buoy floating.

A box or holder, A, for the buoy is constructed in any suitable manner, and adapted

for attachment by screws or otherwise to the deck or other accessible uncovered portion of the vessel. A top or cover, B, fits loosely upon the box, and within the box is placed a buoy, C, which may be constructed of sheet metal, and has a water-tight central compartment or chamber, D, for holding a list of the passengers and crew of the vessel, and such other writing as it may be deemed desirable to preserve in case of the sinking of the vessel. A screw-cap, *d*, fits water-tight upon the open end of the chamber D. A line, E, attached at one end to the buoy, and at the other made fast in the bottom of the box, where the line is coiled away, is provided with tags marked with numbers to indicate the distance between any one of them and the box upon the vessel when the line is hauled taut.

In case of the vessel sinking, the action of the water displaces the top, which floats off, and allows the buoy to float upon the surface of the water, the line uncoiling as the vessel sinks.

When the buoy is discovered, the exact location of the vessel may be ascertained by drawing in the slack of the line.

It is obvious that instead of the top being placed loosely upon the box, it may be secured to it by some slight or temporary fastening, such, for instance, as glue or cement, which quickly dissolves in water, so that the top would become detached at the time of the sinking of the vessel, or soon after, and the buoy float to the surface.

I claim as of my own invention—

The combination of the box, its loose cover, the chambered buoy, and the line connecting the box and buoy, substantially as set forth.

In testimony whereof I have hereunto subscribed my name.

WILLIAM B. HOAR.

Witnesses:

F. A. DOUGLASS,
F. B. DOUGHERTY.