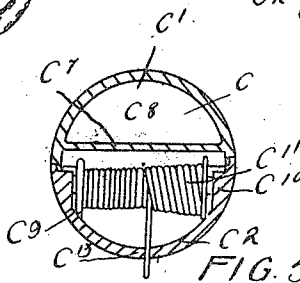
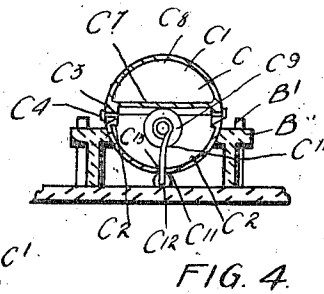
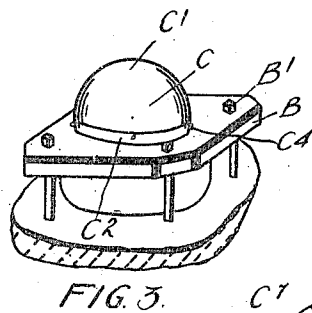
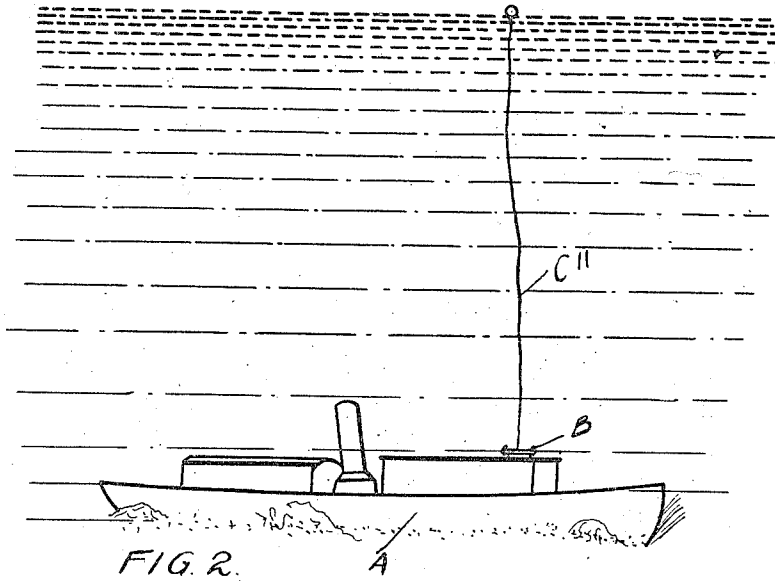
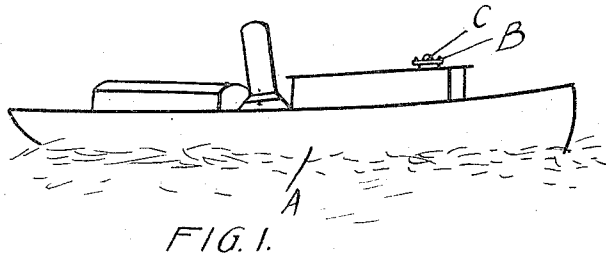


W. H. HAMBLY.
 SHIPWRECK BUOY.
 APPLICATION FILED MAR. 2, 1912.

1,032,207.

Patented July 9, 1912.



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UNITED STATES PATENT OFFICE.

WILLIAM HENRY HAMBLY, OF WIARTON, ONTARIO, CANADA.

SHIPWRECK-BUOY.

1,032,207.

Specification of Letters Patent.

Patented July 9, 1912.

Application filed March 2, 1912. Serial No. 681,220.

To all whom it may concern:

Be it known that I, WILLIAM HENRY HAMBLY, of the town of Wiarton, in the county of Bruce, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Shipwreck-Buoys, of which the following is the specification.

My invention relates to improvements in shipwreck buoys and the object of the invention is to devise a simple means of indicating the locality in which a ship has been sunk and it consists essentially of a buoy preferably of spherical formation and resting in a socket support located on a suitable portion of the ship and a reel located within the buoy around which a cord or other flexible connection is wound and connected at its free end to the ship as hereinafter more particularly explained by the following specification.

Figure 1, is a view of a ship showing my device located thereon. Fig. 2, is a view of a ship sunk and the indicating buoy on the surface of the water. Fig. 3, is an enlarged perspective detail of the buoy and its support. Fig. 4, is an enlarged sectional view through the buoy and support. Fig. 5, is a further enlarged sectional view through the buoy at right angles to Fig. 4.

In the drawings like letters of reference indicate corresponding parts in each figure.

A is a ship.

B is a socket support secured to the deck house or any other suitable exposed portion of the ship to which it is secured by bolts B'.

C is a spherical float comprising two semi-spherical portions C¹ and C², the abutting edges of which fit one within the other and one semi-spherical portion being provided with lugs C³ having threaded orifices C⁴.

C⁴ are bolts extending through the abutting semi-sphere into the threaded orifices of the lugs C³. The upper semi-sphere C¹ is provided with a partition C⁵ forming an air tight compartment. C⁶.

C⁹ is a reel journaled in suitable bearings C¹⁰ formed in the lower semi-sphere C².

C¹¹ is a cord or other flexible connection wound around the reel C⁹ and connected at its lower free end to an eye C¹² secured to the roof of the deck house or other part of the ship on which the device is supported. An orifice C¹³ is provided to allow the cord to pass through the wall of the buoy.

It will be readily seen that should the ship sink, the buoy C will be carried on the surface of the water, the cord gradually winding off the reel as the ship sinks to the bottom. It will thus be seen that the buoy will float on the surface of the water and indicate the location in which the ship is sunk. If desired the name or number of the ship may be indicated on the buoy.

What I claim as my invention is.

In a device of the class described, a buoy comprising two semi-spherical abutting portions, one semi-spherical portion being provided with lugs having threaded orifices, bolts passing through the abutting portions and into the threaded orifices of said lugs, an air tight compartment formed in the upper one of said semi-spherical portions, a reel in the other of said portions and a cord wound around the reel and extending through the wall of the buoy as and for the purpose specified.

WILLIAM HENRY HAMBLY.

Witnesses:

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M. EGAN.