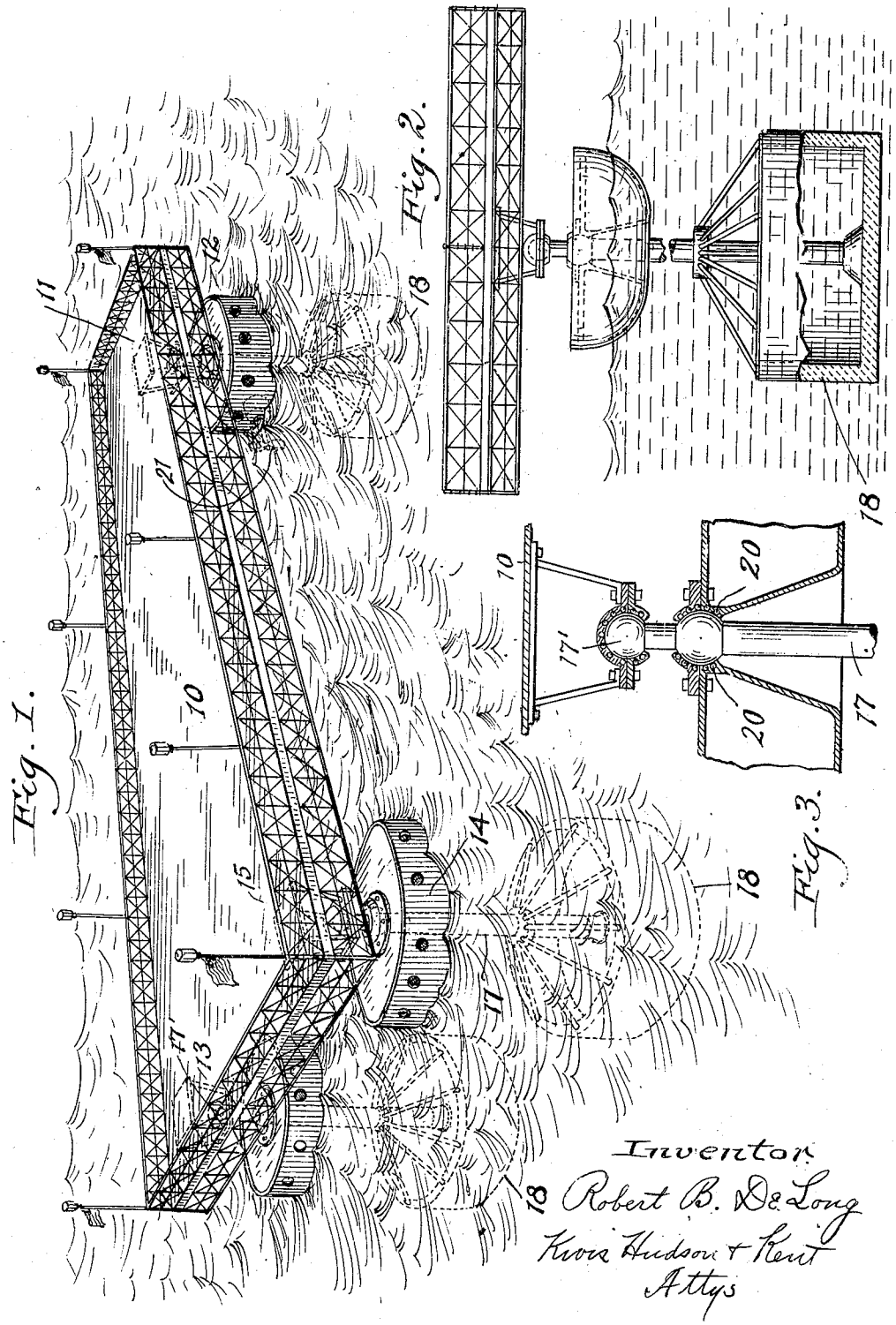
June 24, 1930. R. B. DE LONG 1,765,405

FLOATING DOCK

Filed May 10, 1929



Inventor
Robert B. DeLong
Knox Hudson & Kent
Attys

Patented June 24, 1930

1,765,405

UNITED STATES PATENT OFFICE

ROBERT B. DE LONG, OF CLEVELAND, OHIO, ASSIGNOR OF ONE-HALF TO LINCOLN R. SCAFE, OF CLEVELAND, OHIO

FLOATING DOCK

Application filed May 10, 1929. Serial No. 361,944.

This invention relates to floating docks that are especially adapted to be anchored out on the ocean to serve as landing places for airplanes and other aerial craft.

It is one of the objects of the invention to provide a floating dock of suitable size to serve as a landing place or as a place from which airplanes can take flight and which will be so arranged as to remain in a substantially level position irrespective of the roughness of the water in which it is located.

Other objects of the invention and the features of novelty will be apparent from the following description taken in connection with the following drawings, of which—

Fig. 1 is a perspective view of a floating dock embodying my invention;

Fig. 2 is an end elevation thereof with certain parts broken away; and

Fig. 3 is a detailed section of the connection between one of the supporting members and the platform and one of the pontoons.

Referring to the drawings, 10 indicates a platform which is preferably wider at one end and the other end is of sufficient length to serve as a landing platform for airplanes and other aircraft and also as a platform from which airplanes may take flight. This means that the platform must be several hundred feet long and preferably 150 feet or more in width at its narrow end. The narrow end 11 is supported on a pontoon 12, of suitable size, and the opposite end is supported on two pontoons 13 and 14.

It will be understood that the drawings are more or less diagrammatic and are merely illustrative of the principles of my invention without being accurate as to the proportions of the various parts of the structure. Each of the pontoons is connected with the platform by a series of struts and braces 15 so as to be securely attached thereto. The platform itself will be made with trusses and other structural elements of suitable size and strength to support the platform and the load that it is intended to carry.

The pontoons may be used for various purposes, in addition to supporting the platform 10. For example, one of the pontoons may be utilized as a machine shop for repairing aricraft and the other pontoons may be provided with sleeping quarters and also restaurants and other accommodations that may be necessary in connection with a dock of this kind. In order to make each of the pontoons accessible from the platform 10 there may be arranged a tube 16 from each pontoon to the platform and these tubes may be provided with ladders or stairs.

Suspended from the center of each pontoon is a pendulum-like anchoring device comprising a supporting arm 17 having a concrete tub 18 secured to its lower end. The tub 18 will be carried below the surface of the water a sufficient depth to be free from the action of surface disturbances and will also be of such size as to contain a large body of water that will tend to stabilize the pontoon and the platform and be practically immovable, vertically, by the action of the surfacing disturbances of the water on the pontoons. The arm 17 is preferably connected with the pontoon by a universal joint which is diagrammatically represented by means of the ball 19 which is supported on antifriction bearings 20 so as to be capable of swinging in any direction relative to the pontoon. The arms 17 extend above the pontoons and are connected with the platform 10 through universal joints 17′ so as to give flexibility between the connected parts.

It will be understood that the floating dock will ordinarily not be anchored to the bottom of the ocean but will nevertheless be in substantial equilibrium, regardless of the surface disturbances of the water due to storms. However, the action of the wind on the structure may tend to move it about and in order to maintain the structure in any desired position and to move it from one position to another one or more of the pontoons may be provided with motors and propellers, as indicated at 21.

While I have illustrated and described the principle of my invention, it will be understood that the details of construction are susceptible of wide variation without

departing from the spirit of the invention which is defined in the appended claims.

Having thus described my invention, what I claim is:

1. In floating docks, the combination of a platform, a plurality of pontoons on which said platform is supported, a universal joint carried by each of said pontoons from which is suspended a relatively heavy submerged weight that is substantially immovable vertically by the action of surface disturbances of the water on the pontoons.

2. In floating docks, the combination of a platform, three pontoons on which said platform is supported, and each of said pontoons having suspended therefrom and adapted for swinging movement relative thereto, a submerged weight that is substantially immovable vertically by the action of surface disturbances of the water on the pontoons.

3. In floating docks, the combination of a platform, three pontoons on which said platform is supported, and each of said pontoons having suspended therefrom and adapted for swinging movement relative thereto, a submerged tank filled with water so as to form a weight that is substantially immovable vertically by the action of the surface disturbances of the water on the pontoons.

4. In floating docks, the combination of a platform, a plurality of pontoons beneath said platform, supporting members having universal joint connections with said platform and with said pontoons, and a submerged weight carried by each of said supports and so arranged as to be substantionally immovable vertically with the action of the surface disturbances of the water on the pontoons.

In testimony whereof, I hereunto affix my signature.

ROBERT B. DE LONG.