

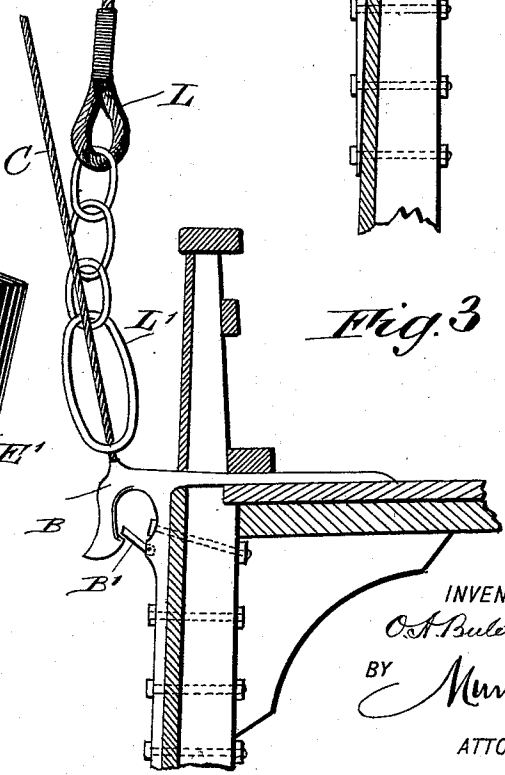
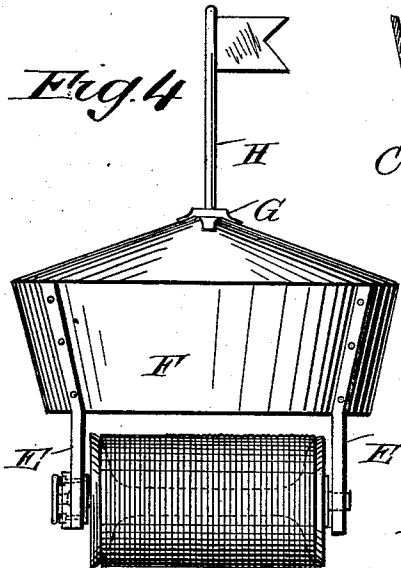
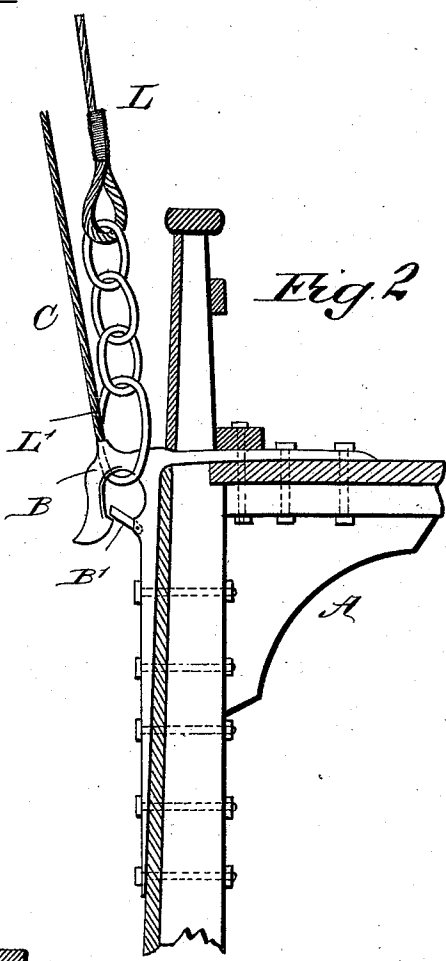
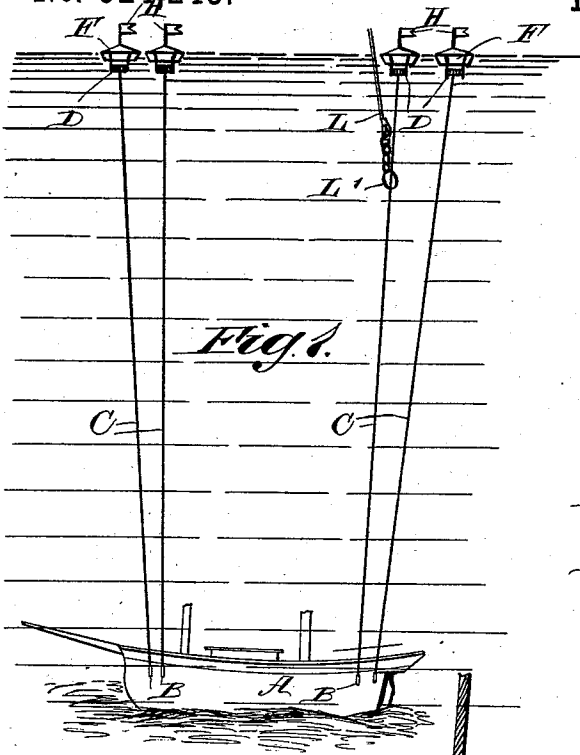
(No Model.)

2 Sheets—Sheet 1.

O. A. BULETTE.
RAISING SUNKEN VESSELS.

No. 524 243.

Patented Aug. 7, 1894.



WITNESSES:

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(No Model.)

2 Sheets—Sheet 2.

O. A. BULETTE.
RAISING SUNKEN VESSELS.

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Fig. 5.

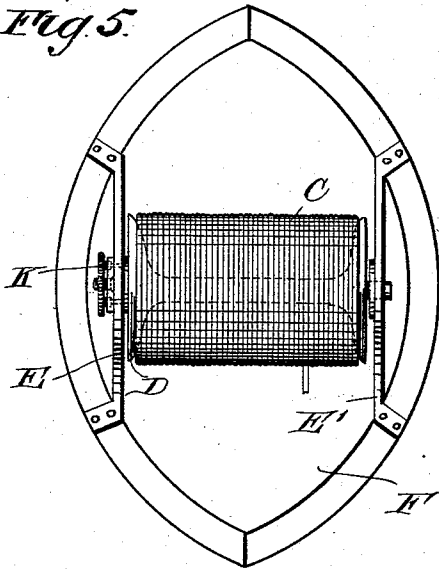


Fig. 6.

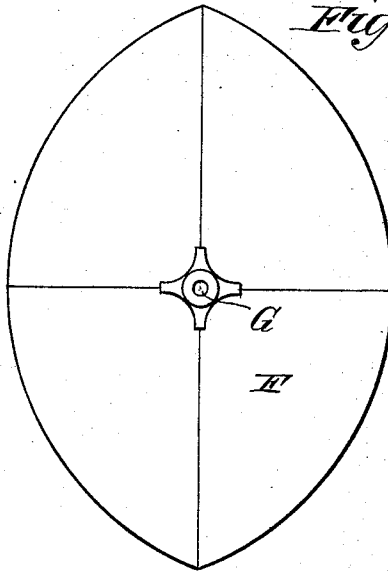


Fig. 7.

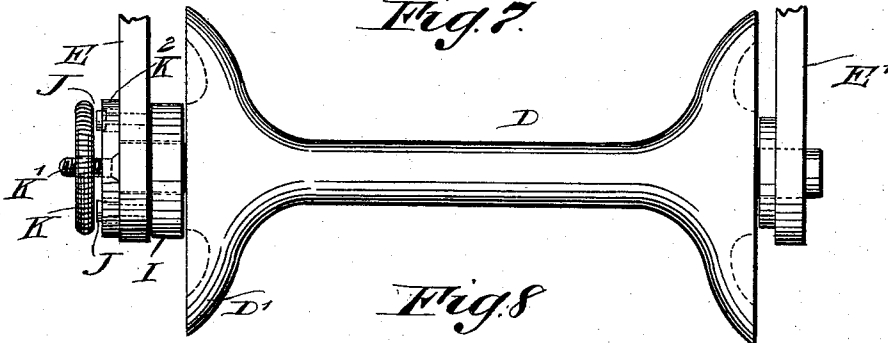
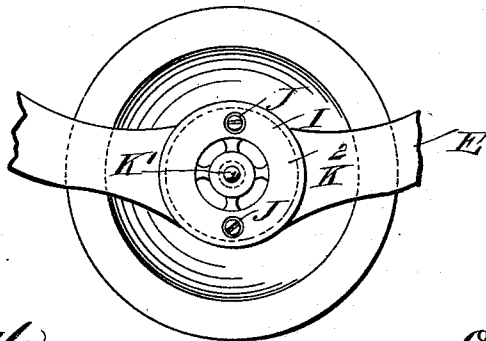


Fig. 8.



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UNITED STATES PATENT OFFICE.

OSCAR AUSTAIN BULETTE, OF CHARLESTON, WASHINGTON.

RAISING SUNKEN VESSELS.

SPECIFICATION forming part of Letters Patent No. 524,243, dated August 7, 1894.

Application filed May 19, 1894. Serial No. 511,865. (No model.)

To all whom it may concern:

Be it known that I, OSCAR AUSTAIN BULETTE, of Charleston, in the county of Kitsap and State of Washington, have invented a new and Improved Wreck-Indicator and Vessel-Raising Attachment, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved wreck indicator and raising device, whereby the position of a sunken vessel is readily indicated, and a lifting chain or cable can be automatically attached to the sunken vessel from above and without the employment of a diver.

The invention consists principally of a float, supporting a spool or drum carrying a cable or rope connected with the vessel to be raised, the spool being provided with a peculiar brake mechanism.

It also further consists of a bill-hook on the vessel, a cable or rope leading from the bill-hook to a float, and a lifting chain or cable having a large terminal link or ring which is adapted to slide down on such float cable and to automatically engage the bill-hook, as hereinafter described.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of the improvement as applied. Fig. 2 is an enlarged side elevation of a bill-hook and adjacent parts as applied on the vessel, the latter being in section. Fig. 3 is a similar view of the same, with the link or hook in position for engagement with the bill-hook. Fig. 4 is a side elevation of the float. Fig. 5 is an inverted plan view of the same. Fig. 6 is a plan view of the same. Fig. 7 is an enlarged side elevation of the spool or drum and the brake mechanism for the same; and Fig. 8 is an end elevation of the same.

In the sides of the marine vessel A are secured a number of bill-hooks B, shown in detail in Figs. 2 and 3, and each connected at its top and near its outer end with a cable or rope C, winding on a spool or drum D, journaled in brackets E and E', fastened on a float F of any approved construction, and provided at its top with a socket G, adapted to support a flag H or other indicating device.

The float F is located in a convenient place on the deck of the vessel A, so that when the vessel sinks, the float will rise, and the cable or rope C, on account of being fastened on the bill-hook B fixed to the vessel, will unwind from the drum or spool D as the vessel goes down, while the float F will remain on the top of the water. Thus the several floats F by their flags H, readily indicate the position of the sunken vessel, as plainly illustrated in Fig. 1.

In order to prevent a too rapid uncoiling or unwinding of the cable or rope C as the vessel goes down, I provide a brake mechanism for the drum or spool D, as illustrated in detail in Figs. 7 and 8. A brake washer or sleeve I, is interposed between the inner face of the bracket E and the flange D' of the drum D, and this sleeve I carries two pins J, extending longitudinally and adapted to be pressed on at their outer ends by a wheel K screwing on a screw rod K', secured on a washer K² fastened to the outside of the bracket E. The washer K² is formed with apertures for the passage of the pins J, so as to hold the sleeve I in place, and by the operator screwing up the wheel K, it presses the said sleeve I, upon the flange D' with such force as is necessary to prevent a too rapid uncoiling of the rope or cable C.

Now, when the position of the vessel has been indicated by the floats F on the top of the water, and a wrecking crew desires to make connection with the sunken vessel, then the eye or link L' of a chain or cable L is passed over each cable or rope C and then permitted to pass downward, with the link L' guided on the cable or rope C. When this link L' finally reaches the lower end of the cable C it slides farther downward over the bill-hook B, and when a pull is now exerted from above on the said rope or cable L, then the hook L' hooks on the bill-hook B, and is locked in place therein by its usual pivoted tongue B'; thus connection is made by the lifting chain or cable L with the sides of the vessel to be raised, without the employment of a diver or other means. The several lifting chains or cables L are then connected with hoisting mechanism of any approved construction, to raise the vessel to the surface of the water.

The float or buoy F is preferably constructed of sheet metal, but canvas or other material may be employed. The air tight constructed float is filled with atmospheric air, gas or other fluid.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. As an improved means for raising wrecks or sunken vessels, the combination of the bill-hook rigidly attached to a vessel, with its nose projecting downward, a float and reel, a guide rope attached to said reel and to the bill hook at a point above its nose, and a lifting cable having a loop or ring which is secured to one end and adapted to slide on the guide rope

and to pass over and automatically engage the bill-hook, as shown and described.

2. A device of the class described, comprising a float, a spool or drum journaled on the said float and carrying a rope or cable connected with a vessel, a sleeve adapted to engage one flange of the said spool or drum, pins projecting from the said sleeve, and a wheel screwing on a screw rod and engaging the said pins to press the said sleeve in frictional contact with the flange of the drum, substantially as shown and described.

OSCAR AUSTAIN BULETTE.

Witnesses:

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