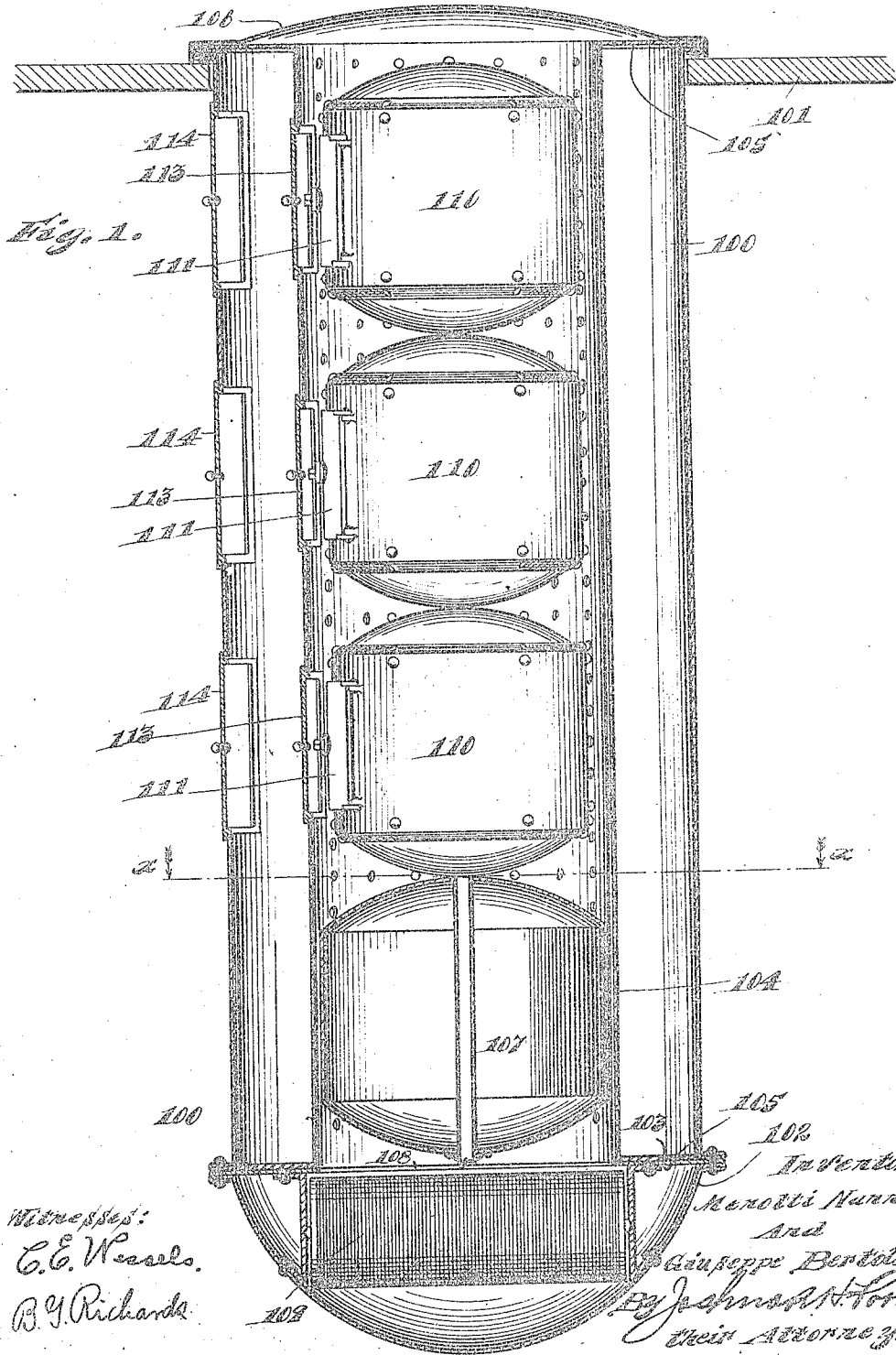


M. NANNI & G. BERTOLINI.
OCEAN FLOATING SAFE.
APPLICATION FILED JUNE 26, 1914.

1,166,145.

Patented Dec. 28, 1915.
4 SHEETS—SHEET 1.



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4 SHEETS—SHEET 2.

Fig. 2.

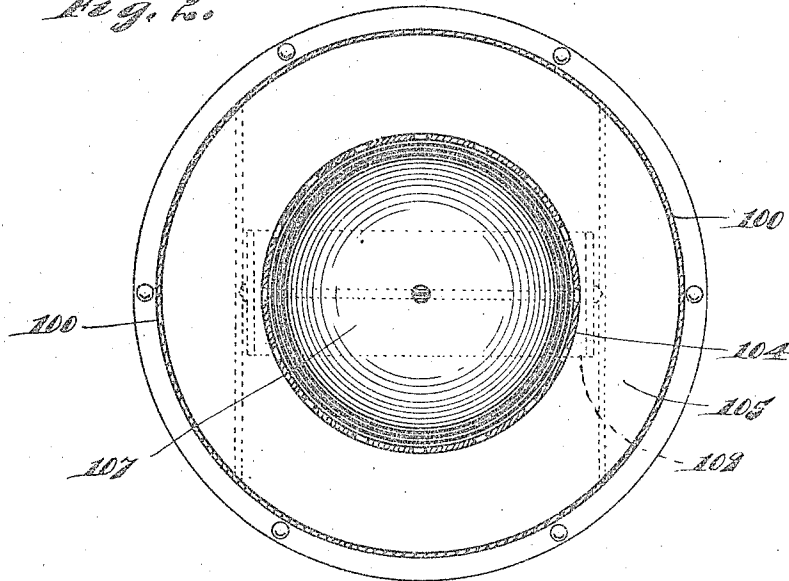
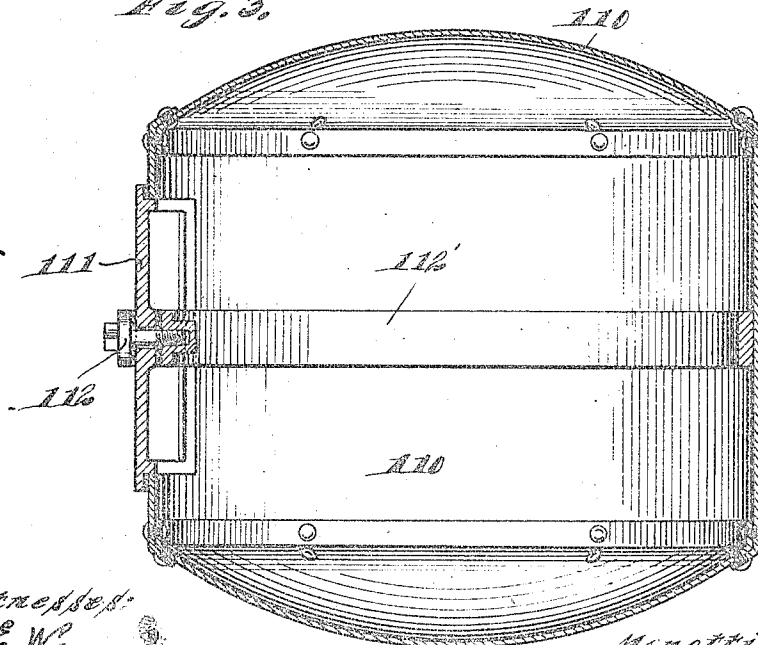


Fig. 3.



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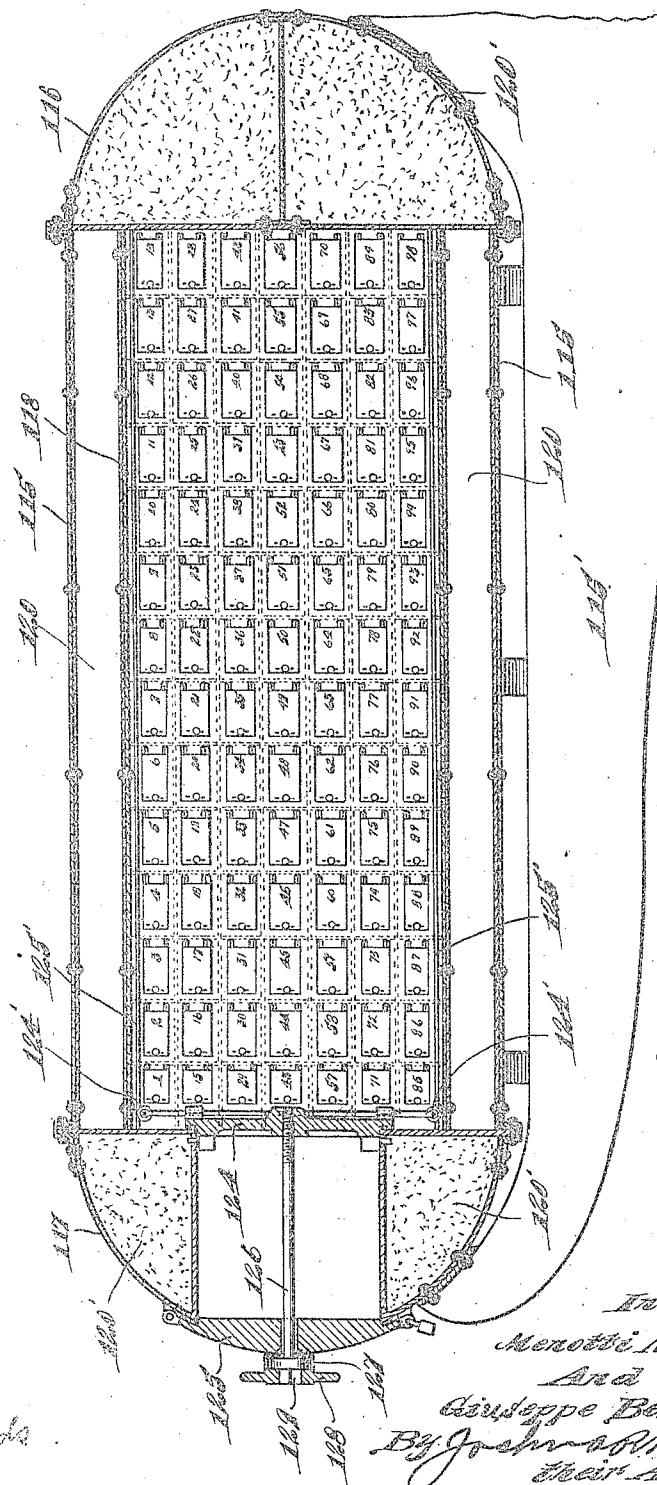
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Fig. 4.



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4 SHEETS—SHEET 4.

Fig. 5.

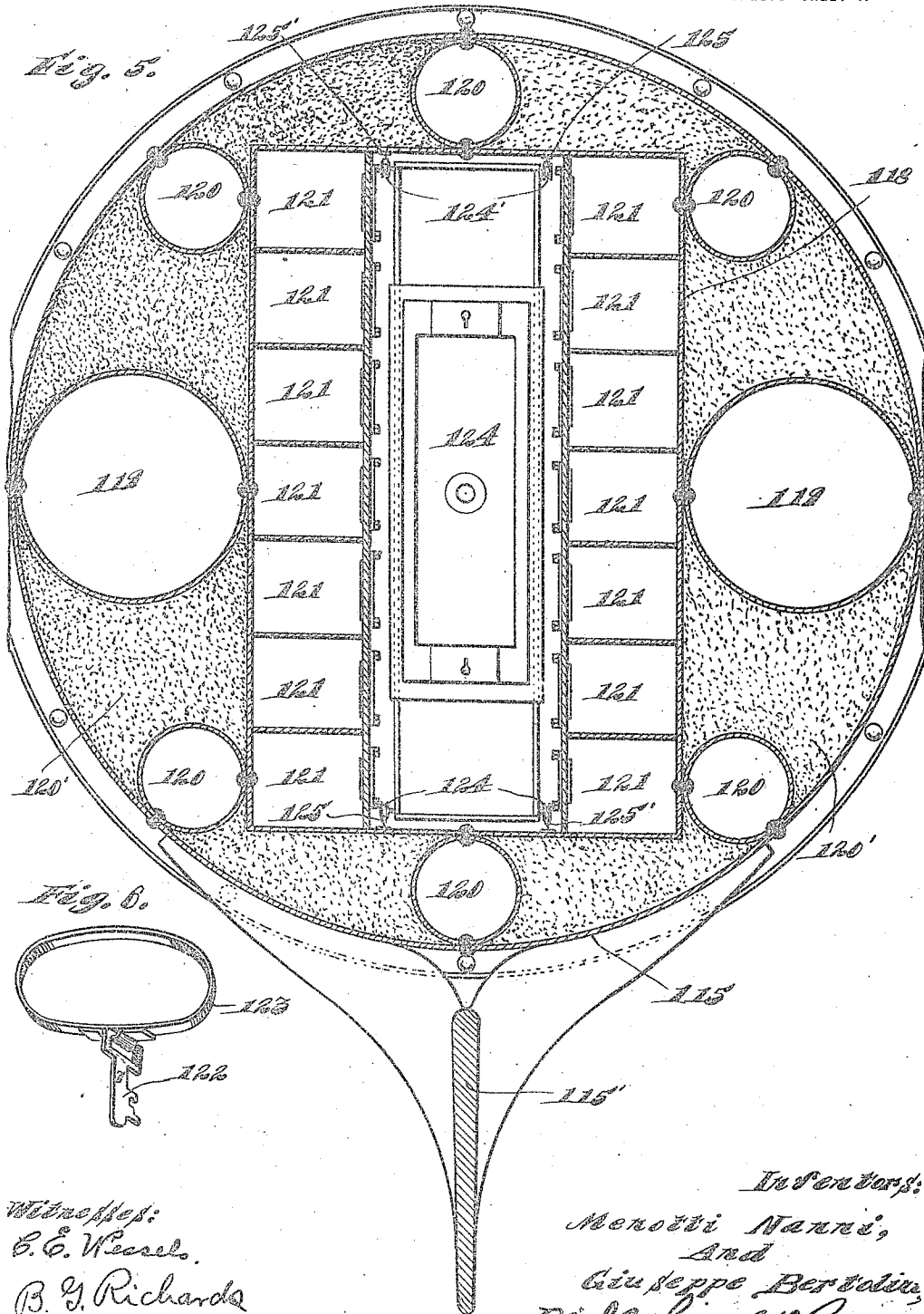
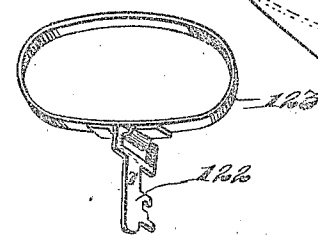


Fig. 6.



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UNITED STATES PATENT OFFICE.

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OCEAN FLOATING SAFE.

1,166,145.

Specification of Letters Patent.

Patented Dec. 28, 1915.

Application filed June 26, 1914. Serial No. 847,429.

To all whom it may concern:

Be it known that we, MENOTTI NANNI and GIUSEPPE BERTOLINI, subjects of the King of Italy, and residents of the city of Chicago, county of Cook and State of Illinois, have invented certain new and useful Improvements in Ocean Floating Safes, of which the following is a specification.

Our invention relates to improvements in ocean floating safes, and has for its object the provision of a construction of this character adapted to preserve mail and the valuables of the passengers in case of sinking of the ship.

A further object is to provide such a construction which will serve as a means for ready identification of persons drowned in such disasters.

A still further object of the invention is to provide a strong and durable construction of this character.

With these objects in view, the invention consists in the combinations and arrangements of parts hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawings forming a part of this specification, and in which,

Figure 1 is a vertical section taken through an apparatus embodying our invention, Fig. 2, a section taken on line $x-x$ of Fig. 1, Fig. 3, an enlarged section through one of a plurality of mail containing floats employed in the construction, Fig. 4, a longitudinal section of a modified form of construction, Fig. 5, an enlarged transverse section of the same, and Fig. 6, a perspective view of a key employed in connection with the construction and provided with means for securing the same to a person.

The preferred form of construction as illustrated in the drawings comprises an outer casing 100 which is let into the deck 101 of the ship so as to come flush therewith. The lower end of casing 100 is closed by a substantially hemispherical head 102 which is riveted thereto, said head being separated from the interior of the casing by means of a partition 103. An inner foraminated casing 104 is supported in said outer casing on flanges 105, the upper flange being perforated as shown. A removable closure 106 is adapted to fit loosely over the upper end

of the casings to prevent persons from stepping therein, but at the same time to be easily removed when desired.

A permanently sealed float 107 is arranged in the bottom of casing 104 and is secured to one end of a flexible cable 108, said cable being wound upon and secured to a reel 109 located in the lower portion of casing 100. The float 107 is provided with the name of the ship permanently arranged thereon to serve as a means for identification, and the cable 108 is made long enough to reach the surface of the water when the ship is sunk.

A plurality of mail receiving floats 110 are arranged in casing 104 above float 107. Each of these floats 110 is provided with a door 111 in its side, said door being closable by a bolt 112 threaded into a ring 112' secured to the inner wall of the float. Doors 113 and 114 are arranged in the walls of casings 104 and 100 in registration with the corresponding doors 111 so as to give access to said floats for the purpose of placing mail therein without removing them from the casings.

In use the registered mail or other valuable mail is placed in the different floats 110 so that when the ship sinks the floats will rise out of the casings, and come to the surface where they may be readily recovered.

In the modified form of construction illustrated in Figs. 4, 5 and 6, a floating safe 115 which is substantially cylindrical in form and provided with a keel 115', is positioned in a suitable stand on the deck of the ship so as to permit of said floating safe escaping when the ship sinks. The ends of the casing 115 are closed by hemispherical caps 116 and 117 and a chamber 118, substantially rectangular in cross section, is arranged within casing 115, being supported and positioned therein by means of longitudinal sealed tubes or pipes 119 and 120 arranged, as shown in Fig. 5, and riveted to casing 115 and chamber 118, as shown. The spaces around chamber 118 and tubes 119 and 120 are filled with a buoyant material such as a mixture of glue and cork which reinforces the construction without adding unduly to the weight. Arranged within chamber 118 is a plurality of safety deposit boxes 121, each of said safety deposit boxes being suitably numbered and

provided with suitable locks as desired. A key 122 is provided for each of the boxes 121 and is numbered to correspond, said key being carried by a rubber band 123 adapted to pass over the hand and engage the wrist of a person to secure the key to the person.

In use, the passengers' valuables such as jewelry, cash and valuable papers are placed in the boxes with other suitable means of identification and each passenger constantly wears the key, corresponding to his box, on his wrist. In case of the sinking of the ship, the float 115 will rise out of its bearings and come to the surface of the water where any valuables may be readily recovered. In case of drowning of a passenger having a box, the key on the wrist of said passenger will serve as a ready means for identifying the body.

Chamber 118 is provided with an inwardly sliding door 124 carrying rollers 124' sliding upon tracks 125', as indicated, said chamber to permit of the door being moved to the extreme rear thereof. An outwardly swinging door 125 is arranged in the end cap 117 to register with door 124. A threaded rod 126 is extended loosely through door 125 and is threaded in door 124, said rod carrying a stop shoulder 127 and is operable by means of a hand wheel 128 having a square opening engaging over the squared end 129 of rod 126. By this arrangement it will be observed that the doors 124 and 125 may be tightly closed against leakage, or opened to permit of entry to chamber 118.

While we have illustrated and described the preferred forms of construction for carrying our invention into effect, these are capable of variation and modification without departing from the spirit of the invention. We, therefore, do not wish to be limited to the precise details of constructions set forth, but desire to avail ourselves of such variations and modifications as come within the scope of the appended claims.

Having described our invention what we

claim as new and desire to secure by Letters Patent is:

1. The combination with a ship, of an outer casing let into a deck of the ship; an inner foraminated casing; and a float in said inner casing adapted to contain articles, substantially as described.

2. The combination with a ship, of an outer casing let into a deck of the ship; an inner foraminated casing; a float in said inner casing adapted to contain articles; and a sealed closure for said float, substantially as described.

3. The combination with a ship, of an outer casing let into a deck of the ship; an inner foraminated casing; and a plurality of floats in said inner casing adapted to contain articles, substantially as described.

4. The combination with a ship, of an outer casing let into a deck of the ship; an inner foraminated casing; a plurality of floats in said inner casing adapted to contain articles; and a sealed closure for each of said floats, substantially as described.

5. The combination with a ship, of an outer casing; an inner foraminated casing; a float in said inner casing; a sealed closure in one side of said float; and sealed closures in the sides of said casings registering with the float closure, substantially as described.

6. The combination with a ship, of an outer casing; an inner foraminated casing; a plurality of floats in said inner casing; a sealed closure in one side of each of said floats; and sealed closures in the sides of said casings registering with the float closure, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

MENOTTI NANNI.
GIUSEPPE BERTOLINI.

Witnesses:

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B. G. RICHARDS.