

Sept. 8, 1925.

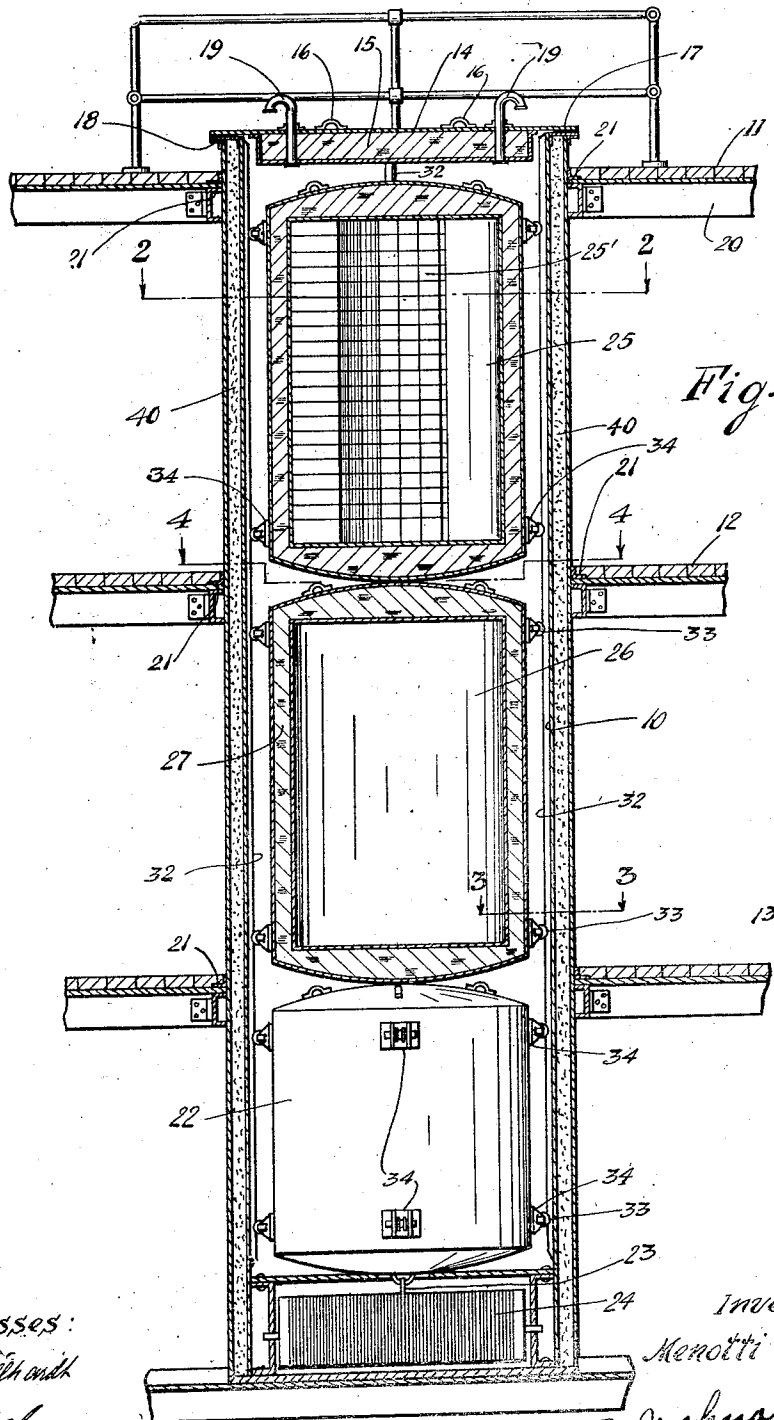
1,553,097

M. NANNI

FLOATING SAFE

Filed June 14, 1923

4 Sheets-Sheet 1



Witnesses:
W. Smellie and
L. E. Moody

Inventor:
Menotti Nanni
By Joseph H. H. H. H.
His Attorney

Sept. 8, 1925.

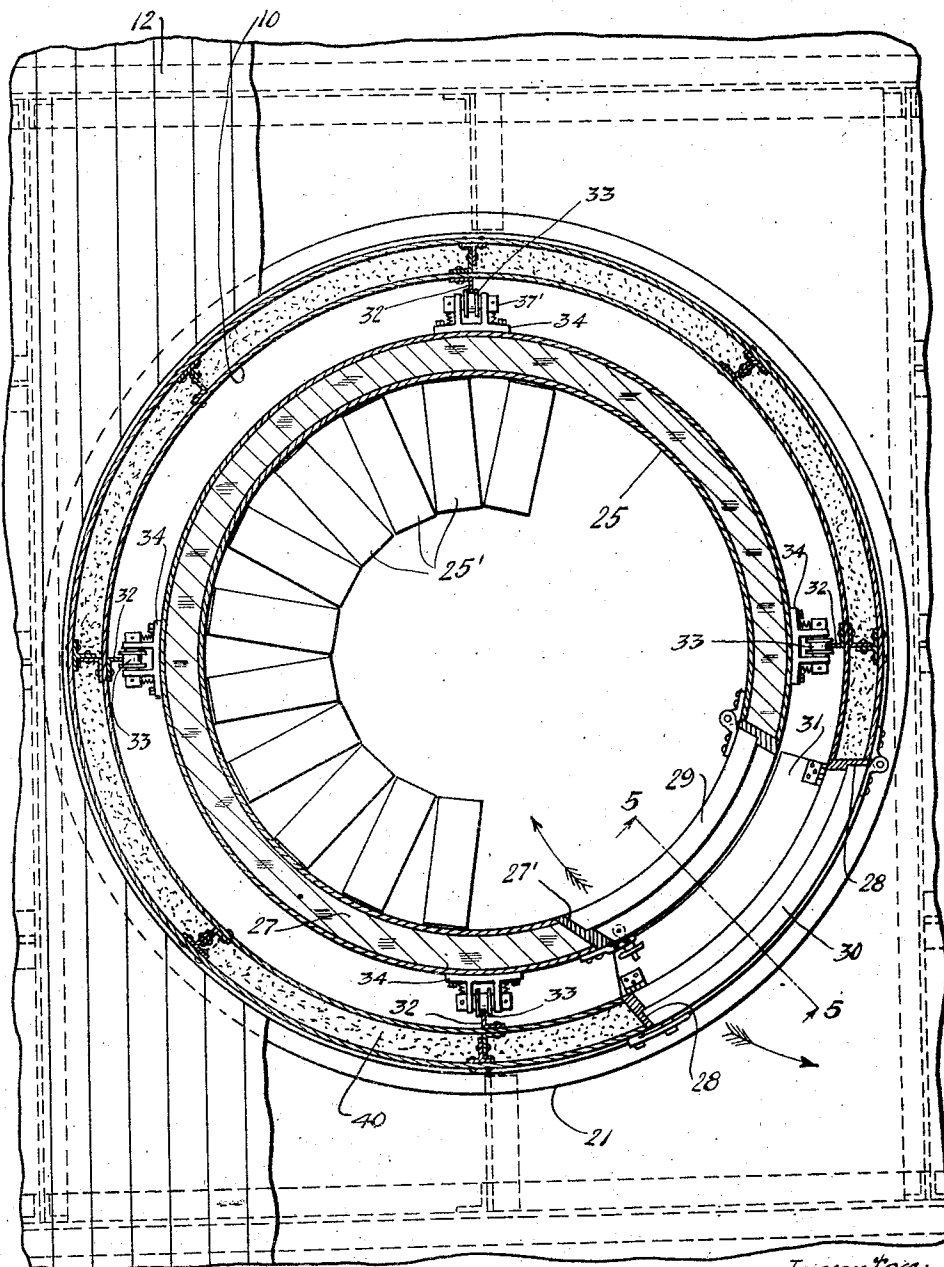
1,553,097

M. NANNI

FLOATING SAFE

Filed June 14, 1923

4 Sheets-Sheet 2



Witnesses:

W. Schmitt and

C. C. Hardy

Inventor:

Fig. 2 Menotti Nanni

By Joshua H. Forre

His Attorney

Sept. 8, 1925.

1,553,097

M. NANNI
FLOATING SAFE

Filed June 14, 1923

4 Sheets-Sheet 3

Fig. 6

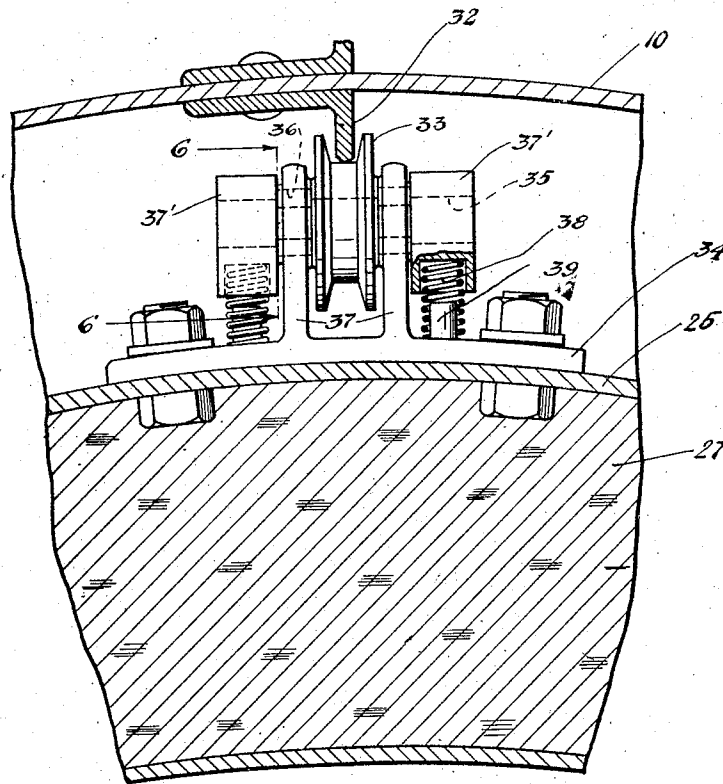
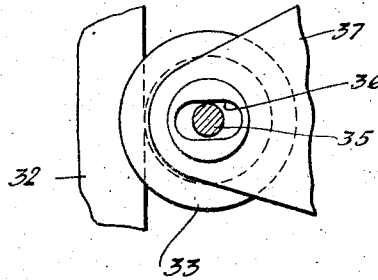


Fig. 3

Witnesses:

W. J. Johnson

C. E. Mandy

Inventor:

Menotti Nanni

By Joshua H. Torrs

his Attorney

Sept. 8, 1925.

1,553,097

M. NANNI

FLOATING SAFE

Filed June 14, 1923

4 Sheets-Sheet 4

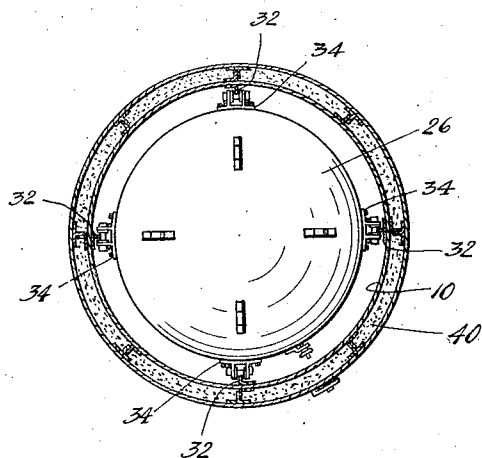


Fig. 4

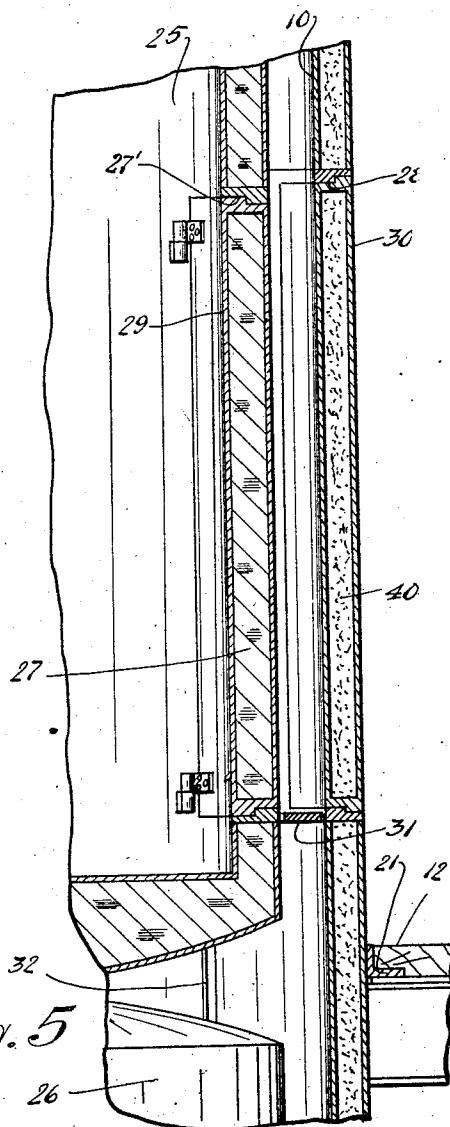


Fig. 5

Witnesses:

W. Smith and

E. C. Moody

Inventor:

Menotti Nanni

By Joshua H. Topp

his Attorney

Patented Sept. 8, 1925.

1,553,097

UNITED STATES PATENT OFFICE.

MENOTTI NANNI, OF CHICAGO, ILLINOIS, ASSIGNOR TO OCEAN FLOATING SAFE COMPANY, OF CHICAGO, ILLINOIS.

FLOATING SAFE.

Application filed June 14, 1923. Serial No. 645,447.

To all whom it may concern:

Be it known that I, MENOTTI NANNI, a former subject of the King of Italy (who has foresworn his allegiance to said King of Italy and declared his intention of becoming a citizen of the United States, and therefore is not now a citizen or subject of any country, and is a resident of the city of Chicago, county of Cook, and State of Illinois), have invented certain new and useful Improvements in Floating Safes, of which the following is a specification.

My invention relates to floating safes, and has for its object the provision of a construction of this character adapted to preserve mail and other valuables of the passengers in the case of sinking of the ship within which the safes are carried. The present invention constitutes an improvement over a prior United States patent filed on or about June 26, 1914, by myself and one, Giuseppe Bertolini, No. 1,166,145.

Other objects will appear hereinafter.

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,

Fig. 1, is a vertical section taken through an apparatus embodying my invention,

Fig. 2, is a sectional view taken substantially on line 2—2 of Fig. 1,

Fig. 3, is a fragmentary sectional view taken substantially on line 3—3 of Fig. 1,

Fig. 4, is a sectional view taken substantially on line 4—4 of Fig. 1,

Fig. 5, is a fragmentary sectional view taken substantially on line 5—5 of Fig. 2, and

Fig. 6, is a sectional detailed view taken substantially on line 6—6 of Fig. 3.

Referring to the drawings, especially to Fig. 1, the preferred form of construction comprises a tube or casing 10 arranged vertically within a ship and passing through the decks 11, 12 and 13 thereof, the upper end of the casing 10 being exposed above the uppermost deck of the ship and has its open end closed by a movable hatch 14. The hatch 14 comprises an interior of buoyant material such as a mixture of glue and cork, the same being indicated at 15. The movable hatch is provided with handles 16 to

facilitate removing the hatch from the opening of the casing when mounting the floating safes, to be hereinafter mentioned, within the casing. The peripheral edges 17 of the hatch rest upon a ring or an annular gasket 18 of water proof material so that in times of safety no water can enter the casing 10. Air ducts 19 are carried by the hatch for the purpose of admitting air into the casing within which the floating safes are arranged.

The casing 10 is fixed to the beams 20 of the decks by suitable means which in this instance is indicated at 21 and the casing extends down to the lowermost deck of the ship, as shown.

Arranged in the casing 10 is a float 22 fixed to a cable 23 wound upon a hollow drum 24, as shown. The function and operation of the float 22 is substantially the same as that disclosed in the Letters Patent No. 1,166,145, herein mentioned and I, therefore, will only go into details of the improvements embodied in connection with the float.

Arranged in a position above the float 22 are floating safes 25 and 26 each having interior walls of buoyant material, as indicated at 27, and each provided with a door opening 27', which, when the safe is mounted in proper position registers with a door opening 28 formed in the adjacent walls of the casing. The door opening 27' is normally closed by an inwardly swinging door 29 while the door opening 28 is closed by an outwardly swinging door 30, this arrangement being such that ejection of the safes will not be interfered with by the door 29 should the same accidentally be left open at the time when the ship sinks or otherwise meets with an accident. To permit convenient access into the interior of the safes at each door opening 28 I provide a hinged trap floor 31 which, when one desires to enter the safes, can be swung into position to span the space between the safe and the adjacent inner walls of the casing. It is my intention that a recess of suitable construction shall be formed for the reception of the trap floor 31 when not in use, so that the trap floor will not interfere with the passage of the safes through the casing 10.

Radially disposed about the casing 10 and extending longitudinally with respect to the inner walls thereof are angular tracks 32 on

to which ride grooved rollers 33 carried by U-shaped brackets 34 fixed to the safes 25 and 26 and the float 22. The axles 35 of the grooved rollers 33 work in elongated slots 36 formed in the legs 37 of the brackets 34. Each of the axles 35 carry on their opposite ends a socket bearing head 37' within the socket of which an expansion spring 38 works, said expansion spring being mounted to embrace a stud 39, as shown. By the provision of adjustable rollers working on tracks as herein set forth I lessen the friction between the contacting parts of the safes and the inner walls of the casing when the safes are being discharged from the casing in time of an accident.

It is intended that the interior of the walls of the casing be filled with a composition, indicated at 40, of non-combustible and non-absorbent material to protect the safes against damage by fire.

As shown in Fig. 1 the upper safe 25 is divided into a number of pigeon holes 25' for safety deposit boxes while the lower safe 26 is especially adapted for carrying mail or like parcels, however, the interior arrangement of the safes is optional, it being left to the owner to design the interior of the safes for such facilities as may be demanded by the particular use of the ship.

The operation of the apparatus is as follows:

Should the ship with which the apparatus is used sink, the water upon covering the upper deck will immediately move the floatable hatch 14 which when removed will permit the water to rapidly flow into the casing 10; whereupon, the incoming water causes the float 22 and the safes 25 and 26 to rise, due to the fact of their ability to float. The safes and the float will continue to rise until free from the casing 10 whereupon they will float on the surface water until picked up by a rescue ship or otherwise.

It will be seen that I provide a simple arrangement for protecting mail and other valuables should disaster come to the ship carrying the same.

While I have illustrated and described the preferred form of construction for carrying my invention into effect, this is capable of variation and modification without departing from the spirit of the invention. I, therefore, do not wish to be limited to the precise details of construction set forth, but desire to avail myself of such variations and modifications as come within the scope of the appended claims.

Having described my invention, what I claim as new and desire to secure by Letters Patent is:

1. The combination with a ship of a casing carried by said ship and extending through the decks thereof, there being a sealed doorway in the walls of said casing

at each deck, floatable containers arranged in said casing and having sealed doorways adapted to register with the doorways of said casing, and a trap floor at each doorway of said casing arranged to span the space between said containers and the walls of said casing.

2. The combination with a ship of a casing carried by said ship and extending through the decks thereof, there being a sealed doorway in the walls of said casing at each deck, floatable containers arranged in said casing and adapted to be ejected therefrom and having sealed doorways adapted to register with the doorways of said casing, a trap floor at each doorway of said casing arranged to span the space between said containers and the walls of said casing, and means for guiding said containers during ejection thereof.

3. The combination with a ship of a casing carried by said ship and passing through the decks thereof and having an open end, there being a sealed doorway in the walls of said casing at each deck, a floatable closure member for the open end of said casing, floatable containers arranged in said casing and having sealed doorways adapted to register with the doorways of said casing, and a trap floor at each doorway of said casing arranged to span the space between said containers and the walls of said casing.

4. The combination with a ship of a casing carried by said ship and passing through the decks thereof and having an open end, there being a sealed doorway in the walls of said casing at each deck, a floatable closure member for the open end of said casing, floatable containers arranged in said casing and adapted to be ejected therefrom and having sealed doorways adapted to register with the doorways of said casing, a trap floor at each doorway of said casing arranged to span the space between said containers and the walls of said casing, and means for guiding said containers during ejection thereof.

5. The combination with a ship, of a casing having an open end and including spaced walls having the space between the walls filled with non-absorbent material, a floatable cover at the open end of the casing and having peripheral edge portions resting on the adjacent end of the casing with a ring of non-absorbent material disposed between the peripheral edge portions and the said casing end, and floatable containers within the casing adapted under certain conditions to be ejected therefrom.

6. The combination with a ship, of a casing having an open end and including spaced walls having the space between the walls filled with non-absorbent material, a floatable cover at the open end of the casing and having peripheral edge portions resting

on the adjacent end of the casing with a ring of non-absorbent material disposed between the peripheral edge portions and the said casing end, floatable containers within the casing adapted under certain conditions to be ejected therefrom, guide members substantially angular in cross-section extending longitudinally with respect to the inner of said spaced walls, and roller members carried by the containers for movement laterally therefrom and adapted for engagement with the guides. 10

In testimony whereof I have signed my name to this specification.

MENOTTI NANNI.