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SALVAGE APPARATUS FOR VESSELS.

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1,168,982. Patented Jan. 18, 1916.

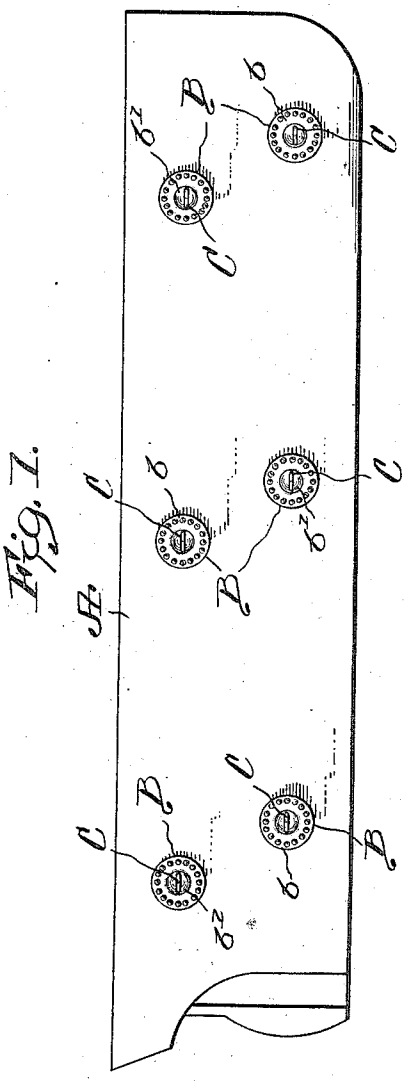


Fig. 1.

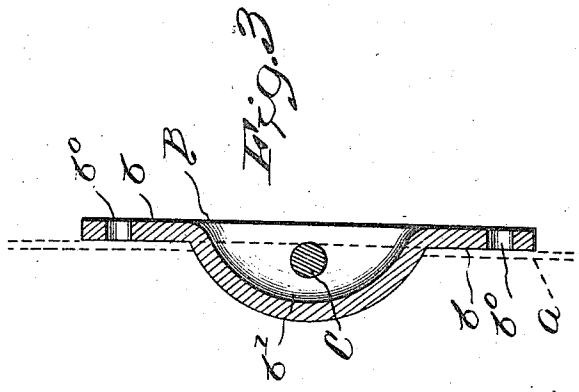


Fig. 3.

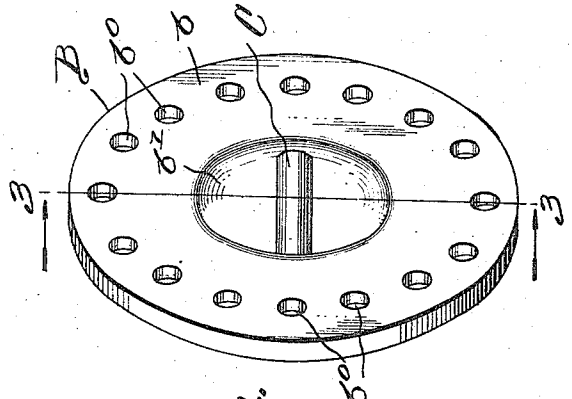


Fig. 2.

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UNITED STATES PATENT OFFICE.

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SALVAGE APPARATUS FOR VESSELS.

1,168,982. Specification of Letters Patent. Patented Jan. 18, 1916.

Application filed June 24, 1915. Serial No. 36,077.

To all whom it may concern:

Be it known that I, CLARINE M. WALKER, a citizen of the United States, residing at Pensacola, in the county of Escambia and State of Florida, have invented certain new and useful Improvements in Salvage Apparatus for Vessels; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in salvage apparatus to be used for raising sunken vessels.

Most of the accidents by which vessels are sunk occur on soundings where it is possible for a diver to go down and examine the wreck, and also to attach hoisting apparatus to the same should the wreck be provided with suitable appliances to which that apparatus may be fastened. The expedient generally adopted is to pass bridles along the bottom of the vessel, and to attach these bridles to a suitable tackle; but it is generally difficult and often utterly impossible to pass a line beneath the bottom of a boat which has settled in mud or sand. Such arrangements as are ordinarily provided for towing or other purposes, such as the towing bitts to which tackles could be hooked, are generally attached to the upper deck or upper portion of the vessel only, and are braced against longitudinal strains and not against heavy strains applied in a vertical direction, and consequently these are apt to pull out should the attempt be made to fasten a hoisting tackle to these.

According to my invention I provide a series of plates which are firmly attached to the outside of the hull of the vessel, and also to the inner framework if desired, and these plates are provided with countersunk eyes to which hoisting means may be attached. By this arrangement, the plating of the ship constitutes a rigid beam which will furnish the necessary resistance to the lifting strains applied to the salvage plates in hoisting the vessel when submerged.

My invention will be understood by reference to the accompanying drawings, in which similar parts are indicated by similar reference symbols throughout the several views.

Figure 1 is a diagram showing the side of the vessel fitted with my improved salvage plates; Fig. 2 is a perspective view showing one of the salvage plates as detached from the vessel; and Fig. 3 shows a section along the line 3—3 of Fig. 2, and looking in the direction of the arrows.

A represents the side of a vessel to which any desired number of salvage plates B may be attached. I have shown six of these salvage plates attached to the vessel at different elevations, but the number of these plates may be increased or decreased as desired, and their location may be varied as desired. Each salvage plate consists of an annular flanged portion b adapted to be securely attached to the side of the vessel, as by bolts or rivets passing through the holes b°. The center of the salvage plate is dished inward, as at b', and projecting across this dished portion of the plate, I provide a stout bolt C to which the lifting apparatus, not shown, is attached. This bolt C is preferably masked in the chamber b' of the salvage plate, so as to be out of the way and yet is readily accessible to the diver. Moreover, by having these bolts inset, as shown in Fig. 3, it will be noted that the line of strain vertically will be in the plane of the ship's plating shown at a in dotted lines in said figure, thus lessening the tendency of the salvage plates to tear off from the ship's plating when a heavy vertical strain is applied. When the salvage plates are applied, the bolts C should be in the substantially horizontal position as shown in the drawings.

While I have shown the salvage plates as circular, it will be obvious that they may be made elliptical in exterior contour, or of any other suitable shape. It will also be obvious that the outer edge of the plate may be beveled so as to offer less resistance to the water when the plates are secured to the hull below the water line. Moreover any suitable means for securely fastening the plates to the hull may be adopted if desired.

Having thus described my invention what I claim and desire to secure by Letters Patent of the United States is:—

1. The combination with the hull of a vessel, of a series of salvage plates secured to the exterior of said hull and provided with inwardly-projecting chambered portions, with bolts masked in said cham-

bered portions and firmly held in said plates, substantially as described.

2. A salvage plate adapted to be applied to the exterior of the hull of a vessel, comprising a metal plate provided with a flanged periphery, and a chambered central portion, with a stout bolt extending across said chambered central portion and masked therein and firmly secured to said plate, substantially as and for the purposes described.

In testimony whereof, I affix my signature.

CLARINE M. WALKER.