

(No Model.)

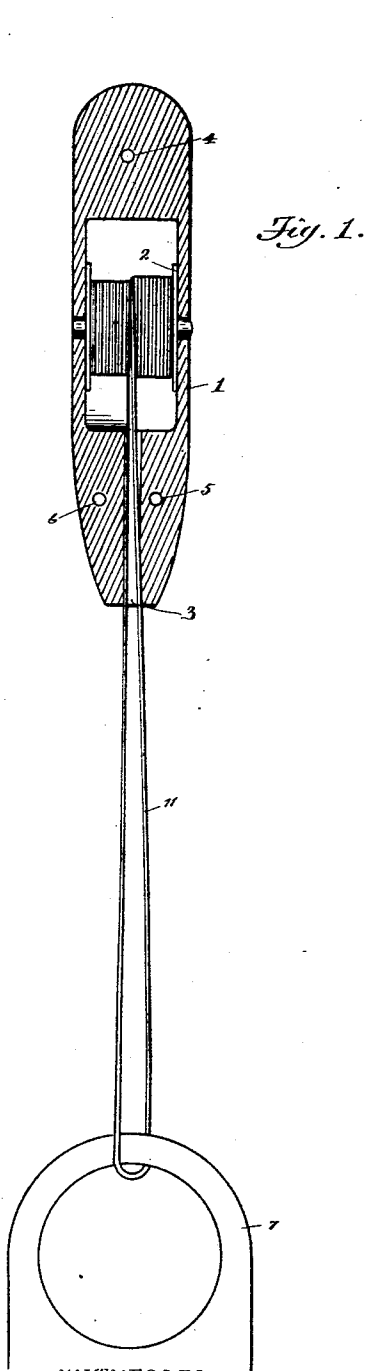
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F. CANNEY.

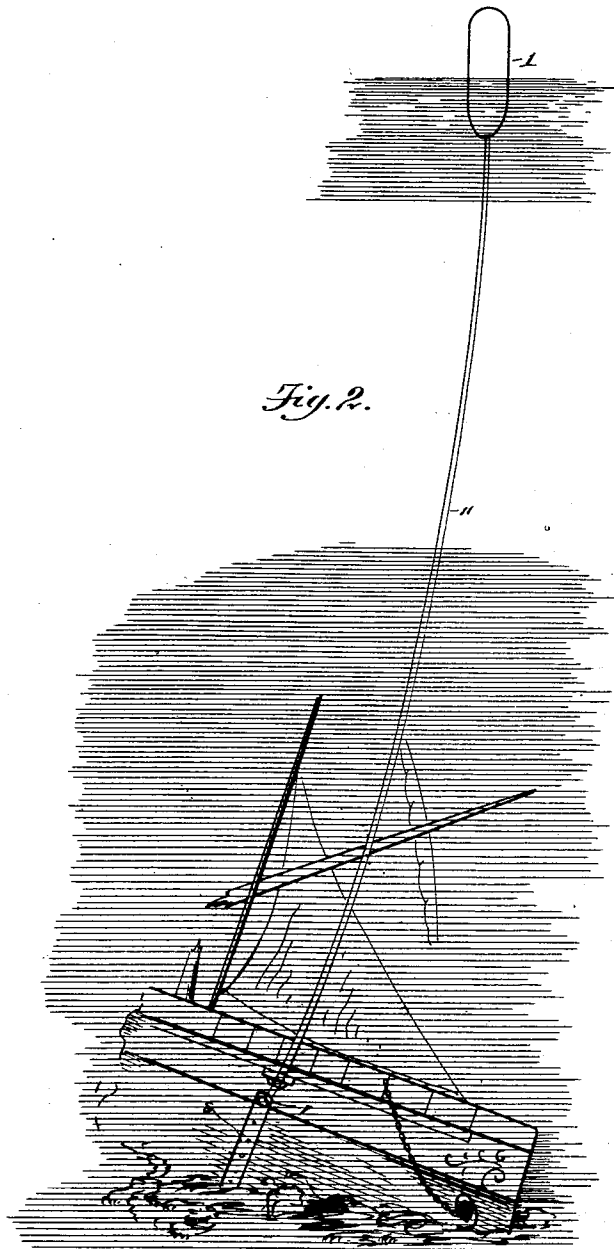
BUOY FOR LOCATING WRECKS AND ATTACHING LINES THERETO.

No. 541,313.

Patented June 18, 1895.



WITNESSES
W. Clough.
L. H. Bradford



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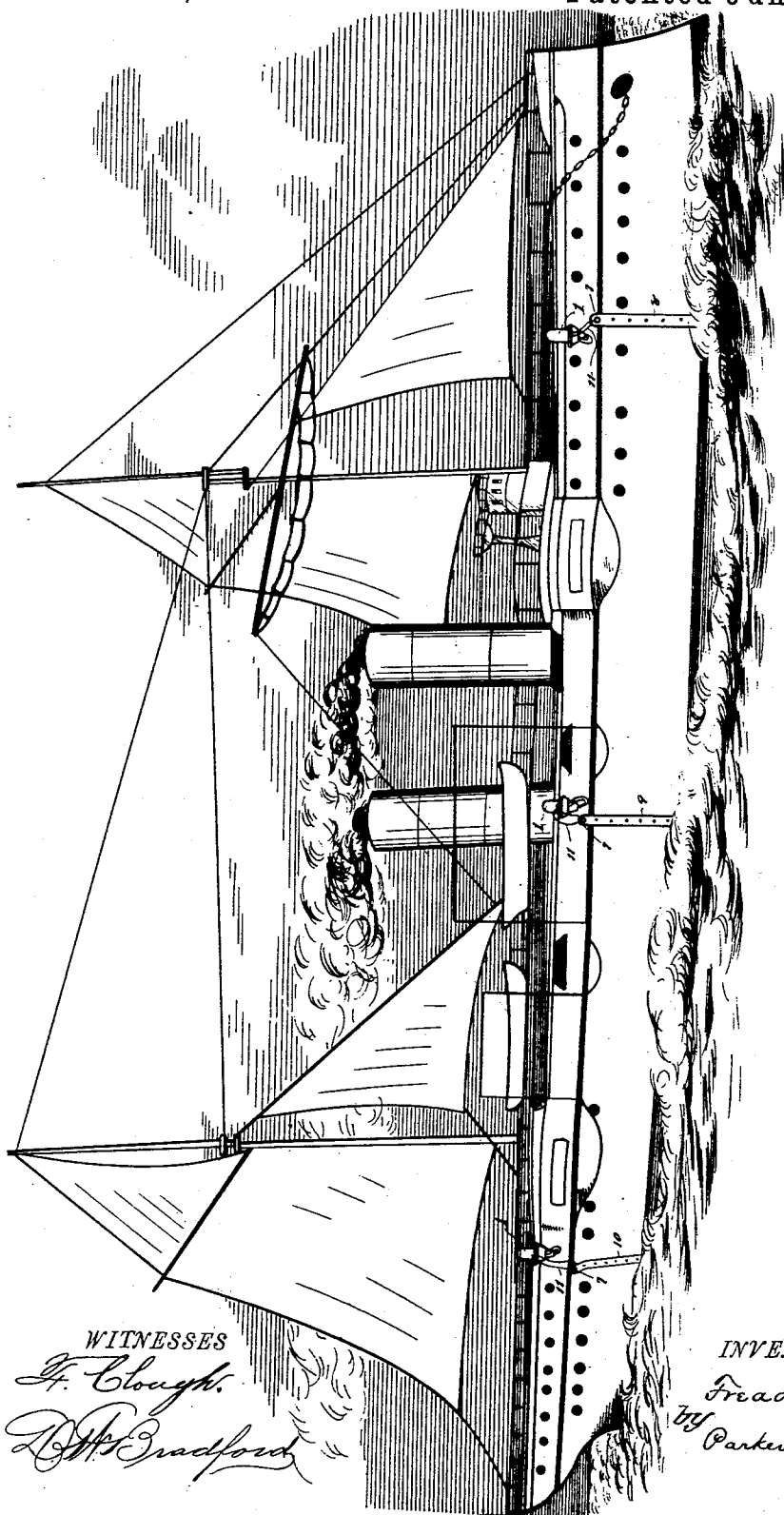


Fig. 3.

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UNITED STATES PATENT OFFICE.

FREAD CANNEY, OF DETROIT, MICHIGAN.

BUOY FOR LOCATING WRECKS AND ATTACHING LINES THERETO.

SPECIFICATION forming part of Letters Patent No. 541,313, dated June 18, 1895.

Application filed July 2, 1894. Serial No. 516,253. (No model.)

To all whom it may concern:

Be it known that I, FREAD CANNEY, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Buoys for Locating Wrecks and Attaching Cables Thereto; and I 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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to wrecking devices, and has for its object an improved form of float or buoy, and means of connecting the same with a vessel such that if the vessel shall be wrecked the buoy will float to the surface of the water under which the wreck lies, and will furnish a means of communication with the wreck by which lifting lines or chains can be secured to the wreck without the interposition of a diver.

In the drawings, Figure 1 shows the buoy and inclosed reel in section and indicates the eye to which the lower bight of the line is made fast. Fig. 2 indicates the connection of the buoy to a sunken vessel. Fig. 3 indicates the manner of attaching the buoy or a number of them to a vessel in such a position that they are ready for action.

The buoy itself is preferably made of wood, the lighter kinds of wood being of course preferable. It is made hollow, and within the hollow interior, indicated at 2 in Fig. 1, is journaled a reel or spool upon which is wound the line serving to connect the floating part 1 of the buoy to the hull of the vessel. The external shape of the buoy is immaterial, except that the portion above the reel should be lighter than the portion below it. The cord extending from the reel passes out through the end 3 of the buoy at an opening made through the external walls thereof. Preferably, this buoy is made of two pieces of wood, each composing a half of the finished buoy, and the two pieces of wood are secured together in any suitable way, as by bolts or screws passing through the holes 4, 5, 6.

The cord wound upon the reel or spool is double, and the protruding portion of it forms a loop or bight which is passed through an eye

of metal that is attached to the hull of the vessel. This eye of metal is large enough to easily permit the passage through it of a strong cable or chain, and is secured to the hull of the vessel in such a way that the entire vessel may be lifted by means of a chain attached to the eye, and worked by suitable lifting apparatus above. As indicated in Fig. 3, the eye is the upper terminal of a strap of metal which passes down along the outside of the hull, and is bolted or otherwise secured to the hull. Of course, if the vessel is originally made with the view to attaching this buoy to it, the strap of metal would be preferably placed inside of the skin of the hull, where it would be equally serviceable for the desired purposes, and would present no obstruction to the progress of the vessel. The eye should extend above the hull sufficiently to furnish a clear passage way for the cable or chain to be drawn through it in the use of the device. The eye is indicated in Fig. 1 at 7, and the strap by which the eye is connected to the hull is indicated in Fig. 3 at 8, 9 and 10. The cord itself is indicated at 11 in the several figures.

Upon the spool should be wound the cord, laid double as already mentioned, in length sufficient to reach from the bottom to the surface of the deepest waters over which the vessel is intended to traverse, or, in case of ocean navigators, the cord should be in length sufficient to reach from the bottom to the surface of the deepest waters under which it would be at all practicable to lift a sunken vessel.

The buoy rests on a bracket that is attached to the hull of the vessel in such a way that it can freely escape from the hull in case of the sinking thereof, and in such a way that the cord connecting the buoy to the eye of the strap will not be caught or entangled when the buoy leaves its resting place and rises through the water on the submerging or sinking of that vessel. There should be on each vessel to which this appliance is attached, a sufficient number of lifting straps and eyes and a sufficient number of buoys, with the connecting cords, to enable chains or cables enough to be attached to the wreck to lift it. Of course the number employed would vary according to the size of the vessel to which they are attached.

In case of the sinking of a vessel, the buoy escapes from the bracket which supports it, and rises to the surface of the water, and while so rising the cord unwinds from the 5 spool within it, and when the buoy has risen to the surface, there is now a connection between the surface of the water and the vessel by a double line which can be drawn or run through the eye through which the bight of 10 the cord passes, and this line, capable of being so drawn, may have attached to it a heavier line or a cable, and may be utilized to draw the heavier line or cable through the eye of the metal strap attached to the hull of the 15 vessel.

What I claim is—

1. In combination with a buoy having a hollow interior and a reel therein, a line doubled and wound on said reel, a strap secured to the 20 vessel and terminating in an eye, the line being passed through the eye, and being adapted to unwind from the reel without running through the eye, and to be afterward run therethrough substantially as described.

2. In combination with a vessel a lifting 25 strap secured to the hull, and terminating at its upper end with an eye, a doubled cord engaging through the eye at its bend, a buoy provided with a reeling spool and to float upward, means for detachably securing the buoy 30 to the hull of the vessel in position to release itself therefrom and float to the surface, both strands of said doubled cord being wound on said reel substantially as specified.

3. In combination with a buoy having a reel 35 therein, a line doubled and wound on said reel, a protruding bight of said cord engaging with a suitable fixture on the hull of a vessel by a connection such as unwinds from the reel without running through the fixture and can 40 be afterward run through it, substantially as described.

In testimony whereof I sign this specification in the presences of two witnesses.

FREAD CANNEY.

Witnesses:

CHARLES F. BURTON,
F. CLOUGH.