

A. WINTON.

DECK PLATE FILLER FOR VESSELS USING OIL FUEL.

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Patented Aug. 1, 1911.

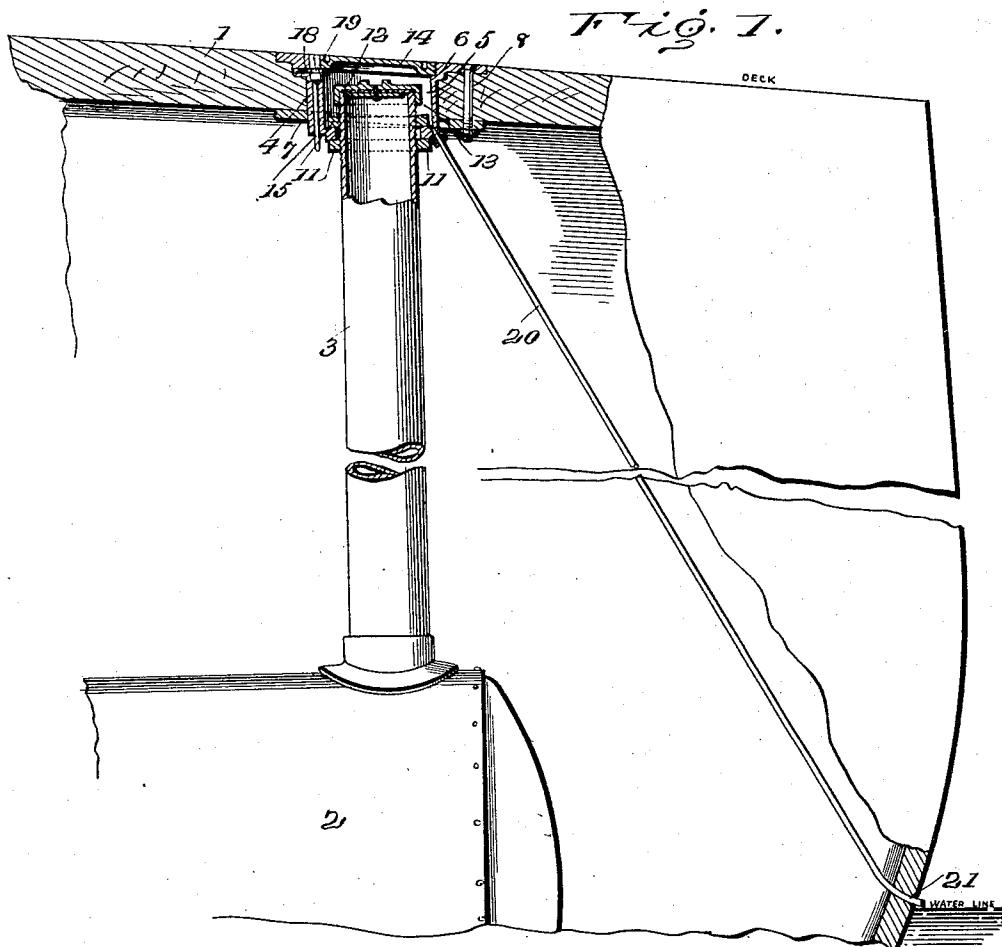
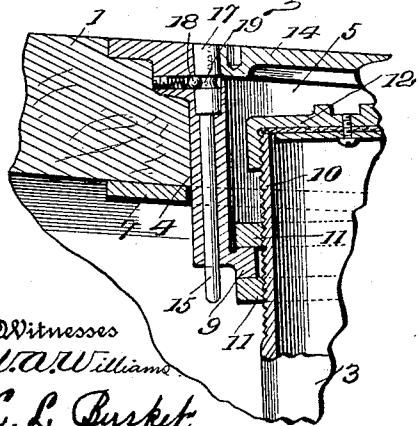
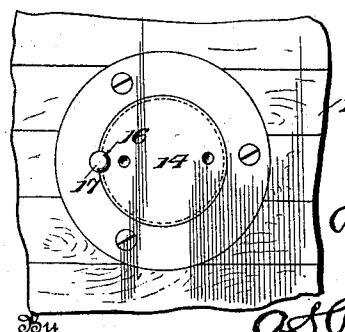


FIG. 1.



Witnesses
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FIG. 3.



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UNITED STATES PATENT OFFICE.

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DECK-PLATE FILLER FOR VESSELS USING OIL FUEL.

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Specification of Letters Patent.

Patented Aug. 1, 1911.

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To all whom it may concern:

Be it known that I, ALEXANDER WINTON, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and 5 State of Ohio, have invented certain new and useful Improvements in Deck-Plate Fillers for Vessels Using Oil Fuel, of which the following is a specification, reference being had therein to the accompanying 10 drawing.

This invention relates to improvements in deck-plate fillers for vessels using oil fuel, and the primary object of which is to lock the deck-plate from inside of the boat to 15 prevent the removal of the deck-plate from the outside until the inside lock is released, thus preventing unauthorized persons from tampering with the tank filling opening from the outside.

20 A further object of the invention is to prevent any overflow or spilling of the oil fuel (usually gasoline) from entering the hull of the boat by conveying it in a closed conduit to the water-line, and which construction and conduit will also convey any 25 water leakage through the deck-plate caused by rain or otherwise to the water-line, thus preventing its entrance in the hull of the boat, or into the fuel passage or pipe.

30 Referring now to the drawings—Figure 1 is a conventional sectional view of a portion of the hull of the boat showing applied thereto my present invention, the improvement being shown also in vertical section. 35 Fig. 2 is a detached and enlarged section showing my present improvement. Fig. 3 is a top plan view of my improved deck-plate filling opening.

40 My present invention is particularly intended for use in connection with a motor yacht using an explosive engine and an oil fluid usually gasoline. It is important in this type of boat that the oil fuel should not enter the hull of the boat under any circumstances, because of the heavy vapor from 45 such fuels settling in the bottom of the boat causing fires from dropped ignited matches or other lights or fires which are necessary in such boats. It is common in such motor 50 yachts and motor boats to fill the fuel tanks through an opening in the deck into which opening the filling pipe leading to the tank passes. It also happens in practice that more or less of the liquid fuel is spilled 55 through this deck opening and so far as I am aware, means have not been provided to

prevent this overflow or spilling of the liquid fuel from either entering the boat or running down on the deck and spreading out and running even down beyond outside of the hull of the vessel. This outside spilling or overflow of the fuel is objectionable for several reasons, principally danger from fire, and injury to the deck finishing, or varnish and to the paint over which the spilled or overflow liquid freely passes. Furthermore, it is desirable in such vessels that this inlet to the tank should not be accessible to unauthorized persons, either of the crew or strangers, to prevent tampering with the gasoline in the tank and to prevent fires which might be occasioned by leaving the said opening uncovered.

Referring now to my improvement, whereby the foregoing results are obviated, 75 1 indicates the deck of a vessel 2, the fuel tank located therein. Extending upward from the fuel tank 2 is the usual filling tube or pipe 3, which extends up to an opening 4 in the deck 1.

In carrying out my present invention, I place in the opening 4 a tubular casting 5, which has its upper end provided with a lateral flange 6, located at the outer side of the deck 1. An annular ring or plate 7 is 85 located at the inner side of the deck and clamping bolts 8 pass through the flange 6, the deck 1 and the plate 7 for holding the casting within the said opening. The lower end of the casting 5 is provided with an internal flange or projection 9 and the upper end of the filling pipe 3 passes within the casting 5 and is externally screw-threaded as at 10.

Two nuts 11 are screwed upon the screw-threaded portion 10 of the pipe 3, located 95 respectively above and below the flange or projection 9 and serve to clamp and hold the upper end of the pipe 3 to the casting and, therefore, in its proper fixed position. A closing cap 12 for the end of the pipe 3 is 100 also screwed upon the end of the pipe 3, and the upper extremity of the pipe 3 is located at a point about midway the thickness of the deck 1 and, therefore, between the upper and lower ends of the casting 5. The pipe 3 is 105 smaller than the casting 5 and this forms a pocket 13 within the casting 5, and around the upper end of the filling pipe 3, while the nuts 11 make a closure for the bottom of this pocket.

110 A screw cap 14 screws within the upper end of the casting 5 and may be termed a

deck plate. As previously explained, it is desirable to prevent this deck-plate from being removed by unauthorized persons and this I prevent by means of a locking pin 15 that is operated from inside of the hull of the boat. This pin passes through the casting 5, and the casting and the deck-plate together form an opening 16 for the head 17 of the said pin. In this way the pin prevents the unscrewing of the cap 14 until the pin is pushed outward from inside of the hull sufficiently far to carry the head outside of the deck-plate 14. This pin is locked in position by means of a spring actuated 10 detent 18, here shown in the form of a ball, which engages a groove or recess 19 in the head 17 of the said pin.

Any overflow or spilled fuel when filling the tank will pass into the pocket 13, and the 20 conduit or pipe 20 has its upper end connected with the bottom 13 and passes through the hull of the boat and its lower end 21 passes therethrough at the water-line to convey the overflow fuel outside of the 25 boat, as previously explained. This pocket also serves to catch any water which may leak through the deck-plate into the pocket and the conduit conveys this water outside of the hull of the boat, thus preventing it 30 from entering the boat or running into the pocket.

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

- 35 1. The combination with the filling pipe of a fuel tank, of a deck-plate surrounding the filling end of the pipe, a cover for the deck-plate, and a lock for the cover operated from the inside of the hull of the boat.
- 40 2. The combination with the filling pipe of a fuel tank, of a deck-plate surrounding the filling end of the pipe, a screw cover for the deck-plate, the deck-plate and cover having recesses forming together an opening 45 and a pin passing through the deck-plate and its upper end fitting in the opening formed by the said recess, thereby locking the cover against rotation.

3. The combination with the filling pipe of a fuel tank, of a deck-plate comprising a 50 tubular member surrounding the filling end of the pipe, a cover screwing into the outer end of the tubular member, the tubular member and the cover having registering recesses when the cover is in closed position, a 55 longitudinally movable pin passing through the tubular member and projecting into the hull of the boat, the outer end of the pin extending into the said recesses, and means for holding the pin in its locking position. 60

4. The combination with a filling pipe of a fuel tank, of a deck-plate comprising an annular member larger than and surrounding the end of the pipe, a closure between the pipe and the lower end of the tubular member 65 to form a pocket around the end of the pipe, and a conduit having one end connected to the bottom of this pocket and its opposite end opening outside of the boat.

5. The combination with the filling pipe 70 of a fuel tank, of a deck-plate comprising a tubular member larger than and embracing the end of the filling pipe, means for securing the filling end of the pipe to the tubular member and making a closure between 75 the pipe and the lower end of said tubular member to form a pocket around the end of the pipe, and a conduit having its upper end connected with the lower portion of the pocket and its opposite end extending outside of the boat. 80

6. The combination with the filling pipe of a fuel tank, of a deck-plate comprising a tubular member and closing the end of the pipe, the end of the pipe located between 85 the ends of the tubular member, a cap for the pipe within the tubular member, a cover for the outer end of the tubular member and means operative from the inside of the boat locking the cover against removal. 90

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

ALEXANDER WINTON.

Witnesses:

B. B. BROCKWAY,
W. J. WARD.