

P. X. JOHNSON.
MARINE SAFE.
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1,026,208.

Patented May 14, 1912.

2 SHEETS SHEET 1.

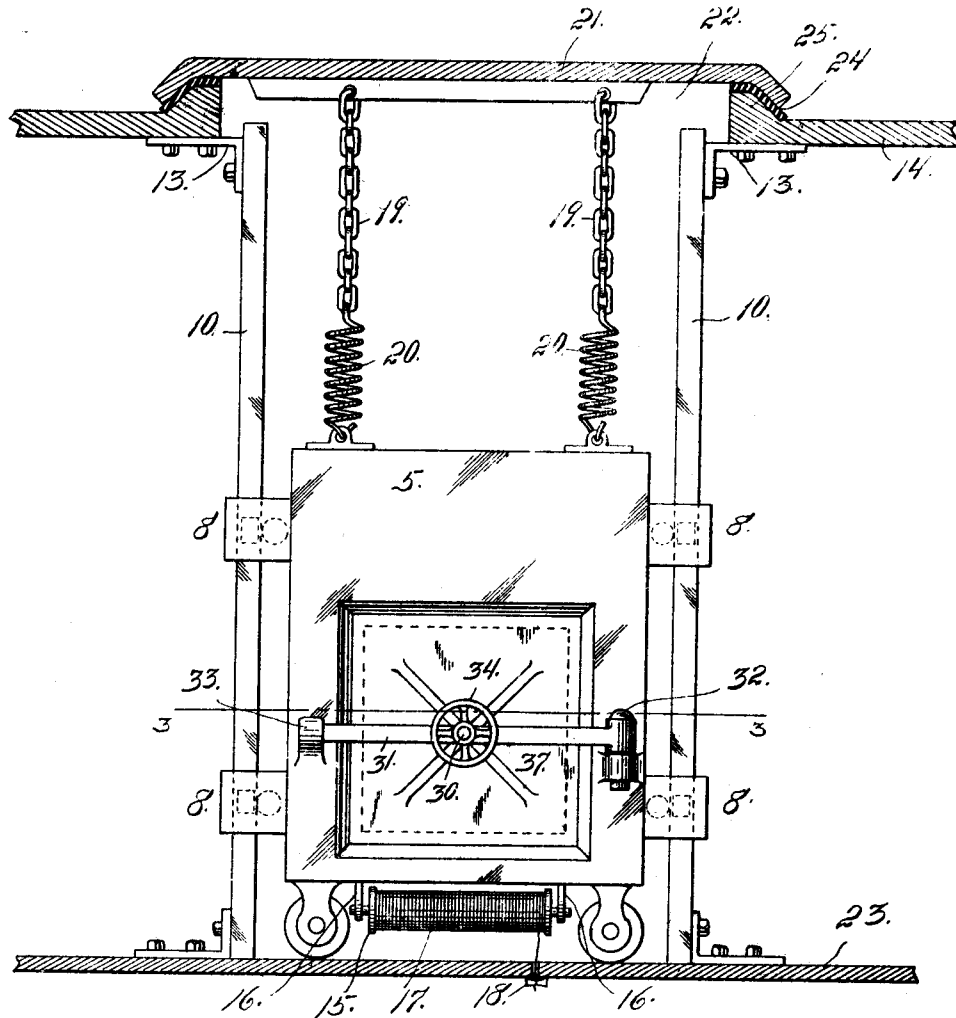


Fig. 1.

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2 SHEETS-SHEET 2

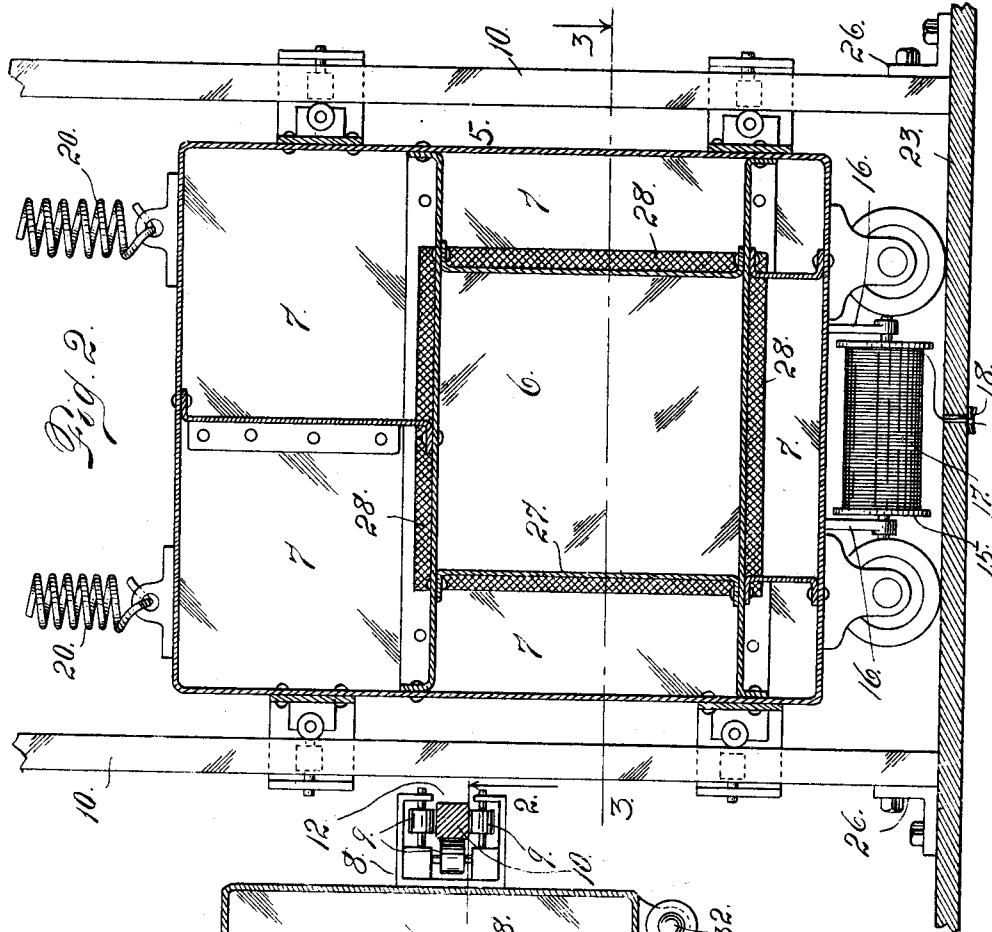
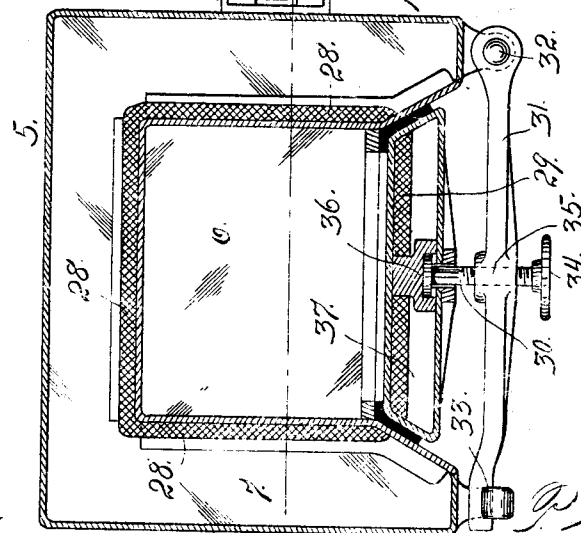


Fig. 3



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UNITED STATES PATENT OFFICE.

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MARINE SAFE.

1,026,208.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, PIERCE X. JOHNSON, a citizen of the United States, residing in the city and county of Denver and State of Colorado, have invented certain new and useful Improvements in Marine Safes; and I do 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, reference being had to the accompanying drawings, and to the characters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in marine safes, my object being to provide a construction which is adapted to leave the vessel automatically and float in case of a wreck, the safe being also connected with the vessel in such a manner that it will act as a buoy to locate the wreck or the location of the sunken vessel; and to this end the construction consists of a safe having a compartment for valuables and equipped with air chambers of sufficient volume to give the safe the necessary buoyancy to cause it to float in water.

The safe is located between standards connecting the upper and lower decks of the vessel, its upper extremity being connected with a hatchway cover, or a cover closing an opening in the upper deck large enough for the safe to pass through. The sides of the safe are equipped with antifrictional brackets engaging the standards in such a manner that the friction between the safe and the standards is reduced to a minimum. The connection between the hatchway cover and the top of the safe is provided with a yielding member which is placed under sufficient tension when the safe is resting on the lower deck, to hold the cover securely in place, thus sealing the opening in the upper deck, the overlapping edges of the cover engaging a suitable packing for the purpose.

To the bottom of the safe is journaled a roller carrying a coil of wire, one extremity of which is attached to the roller, while the other extremity is attached to the lower deck, the arrangement being such that as the safe rises and leaves the vessel as the latter sinks, the wire will unwind and thus serve as a guide from the floating safe, adapted to aid in locating the wreck.

Having briefly outlined my improved con-

struction, I will proceed to describe the same in detail, reference being made to the accompanying drawing in which is illustrated an embodiment thereof.

In this drawing: Figure 1 is a section cutting the upper and lower decks of a vessel and showing my improved marine safe connected in operative relation therewith. Fig. 2 is a vertical section taken through the safe, which is shown on a larger scale, the upper portion of the standards and the connection between the safe and the upper deck being broken away. Fig. 3 is a horizontal section taken on the line 3—3, Figs. 1 and 2.

The same reference characters indicate the same parts in all the views.

Let the numeral 5 designate the safe in its entirety, the same consisting of a chamber 6 for valuables, surrounded by air chambers 7 of sufficient volume to cause the safe to float. This safe is equipped on opposite sides with brackets 8 carrying rollers 9 adapted to engage standards 10 on three sides, the brackets being open on one side as shown at 12 to make room for angle brackets 13 which connect the standards at the top with the upper deck 14, in order to allow the safe to escape from the standards in case of a wreck.

A spool 15 is journaled at its opposite extremities in bearings 16 attached to the bottom of the safe. Upon this spool is wound wire 17, one extremity of which is secured to the roller, while the other extremity is connected with the deck as shown at 18, in such a manner that as the safe rises the wire will be unwound therefrom with scarcely any pull, whereby this wire attachment offers practically no resistance to the upward movement of the safe by virtue of its buoyancy when immersed in water.

The top of the safe is connected by means of flexible devices, as chains 19 and springs 20, with a hatchway cover 21 for closing an opening 22 formed in the upper deck. The spring members 20 are placed under sufficient tension when the safe stands on the lower deck 23, that the cover 21 is held securely in place, forming a tight joint 24 around the opening 22, a suitable packing being interposed between the outer edge of the cover and a beveled seat 25.

The standards are connected with the lower deck at their lower extremities by angle brackets 26.

The chamber 6 for valuables in the safe is of fireproof construction, its walls, however, being made as light as is consistent with security. The metal walls, which are designated 27, are covered exteriorly with asbestos 28.

The safe is closed in front by a door 29 connected by means of a screw 30 with a bar 31 hinged to the safe as shown at 32, its opposite extremity engaging a hook-shaped keeper 33. The screw 30 is provided at its outer extremity with a hand wheel 34, the screw being threaded in the bar 31 as shown at 35, its inner extremity having a swiveled connection with the door as shown at 36. This door has an air chamber 37, in order to contribute to the buoyancy of the structure.

In order to close the door the screw 30 is turned to give the bar 31 a tendency to move outwardly, whereby it is pressed tightly against the hook-shaped keeper 33 of the safe. In order to open the door, the screw is turned in the opposite direction until the free extremity of the bar is moved inwardly a sufficient distance to allow it to be slightly raised, in order to disengage it from the hook. The hinge connection 32 is such that the bar may have a limited lifting movement of the character required to disengage it from the keeper 33.

From the foregoing description the use and operation of my improved marine safe will be readily understood.

Assuming that it is mounted on a vessel as indicated in the drawing and heretofore described, if the vessel sinks the safe will rise carrying the hatchway cover with it, sliding freely between the standards 10, the lower deck being connected with the safe by means of the wire 17, which is unwound from the spool as the safe rises, the spool being equipped with a sufficient length of wire to make provision for the sinking of the vessel in any ordinary depth of water. The safe will rise to the surface and act as a buoy to locate the wreck as heretofore explained.

Having thus described my invention, what I claim is:

1. The combination with a vessel, of a

buoyant safe slidably located on the vessel to permit of vertical movement, a detachable plate mounted upon the vessel, a yielding connection between the safe and the plate, a spool journaled on the safe, and a flexible device one extremity of which is connected with the spool, while the other extremity is connected with the vessel, whereby as the safe rises in the event of the sinking of the vessel, the flexible cable is unwound from the spool, substantially as described.

2. The combination with a vessel, of standards interposed between the decks, an opening above the standards, a cover adapted to close the said opening, a buoyant safe located between the standards and connected therewith, the standards acting as guides for the safe, the top of the safe being yieldingly connected with the said cover, a spool mounted on the safe, and a flexible device wound upon the said spool and having one extremity secured to the spool, and the other extremity secured to the lower deck of the vessel, the flexible device being of sufficient length to connect the safe with the vessel after the latter has sunk, substantially as described.

3. The combination with a vessel, of standards interposed between the two decks thereof and suitably secured thereto, a buoyant safe having brackets equipped with anti-frictional devices engaging the standards, a hatchway cover closing an opening in the upper deck above the safe, the said cover having a yielding connection with the top of the safe, a flexible device mounted on a spool connected with the bottom of the safe, said flexible device having one extremity connected with the spool and the other extremity connected with the lower deck, whereby as the safe rises in the event of the sinking of the vessel the flexible device is unwound from the spool, thus serving to locate the wreck, while the safe acts as a buoy.

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

PIERCE X. JOHNSON.

Witnesses:

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