W. Bennet,

Building.

No. 3,557. Patented Apl. 20, 1844.

Fig. 3.

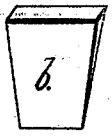


Fig. 4.



Fig. 2.

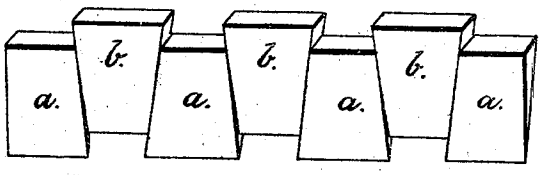
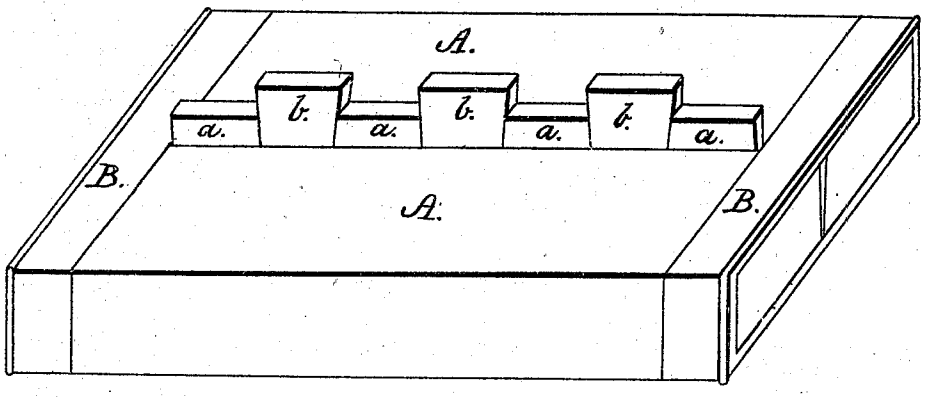


Fig. 1



N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM BENNET, OF NEW YORK, N. Y.

IMPROVEMENT IN THE MODE OF CALKING THE SEAMS OF SHIPS, CELLARS, &c.

Specification forming part of Letters Patent No. **3,557**, dated April 20, 1844.

To all whom it may concern:

Be it known that I, WILLIAM BENNET, of the city and county of New York and State of New York, have invented a new and Improved Mode of Calking the Seams of Ships, Cellars, and such Like Purposes; and I do hereby declare that the following is a full and exact description, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 represents a longitudinal section of two planks having several wedges placed into the seam of the same in a position properly entered to commence driving, by which means the calking is effected. Fig. 2 represents a view of several wedges arranged in the order of their being driven into the seam. Figs. 3 and 4 are views of the two kinds of wedges employed by me in calking ships and cellars.

The letters of reference in the several drawings represent corresponding parts in each figure.

The nature of my invention consists in filling the seams between the planks of which the sides and bottoms of ships and cellars are covered with wooden wedges so formed of a suitable width, thickness, and taper as that every alternate wedge being tapered toward the point edgewise and sidewise and placed between intermediate wedges having their taper edgewise toward the head, but tapering sidewise like the former toward the point, are placed along in the seam at such distances apart that when driven shall wedge each other edgewise and against the plank sidewise simultaneously, and thus render the seam water-tight.

For a plank of three inches thick I use a wedge two and one-half inches wide, four inches long, three-eighths of an inch thick at its head, tapering on its sides to about one-sixteenth of an inch at the point, the edges being tapering about one-half inch each. For a plank of greater or less thickness the wedge to be varied in length and thickness in due proportion corresponding with the thickness of the plank. These wedges I usually saw out of plank or suitable stuff of a uniform shape and size. The plank are prepared by beveling the outward sides of their edges to fit the taper nearly of the wedges themselves.

A A, Fig. 1, represent two pieces of plank held together at each end by bands B B. The wedges *a a a a*, Fig. 1, are first placed into the seam between the planks A A at such a depth as will pinch upon their sides somewhat. The wedges *b b b*, Fig. 1, are then placed into the intermediate spaces between wedges *a a a a*, and the whole is then driven simultaneous with the wedges in other parallel seams, if any, and then trimmed off level with the face of the plank.

The wedge *a*, Fig. 4, I call the "inverted wedge," and the wedge *b*, Fig. 3, the "wedge proper." The wedges shown at Fig. 2 show the position of the wedges at the commencement of being driven. When the wedges *b b b* are driven down level with the tops of *a a a a*, their edges will correspond in thickness, pressing upon their sides and upon each other at their edges, and thus attain to a water-tight seam.

In filling a seam by the mode herein described care should be taken to place the inverted wedges at the right distances apart, which is easily determined by the following method: If the plank is three inches thick and the wedges four inches long, place the inverted wedges at such distances apart as to leave the head of the wedge proper about an inch above the head of the former, and so in a like proportion for any other thickness of plank and length of wedge.

What I claim as new, and desire to secure in Letters Patent, is—

The particular manner in which I combine the two kinds of wedges set forth at Figs. 3 and 4 with the edges of two contiguous plank, forming a seam, as shown at Fig. 1, by which the wedges so formed, as described, do wedge themselves water-tight at their edges simultaneous with the filling of the seam water-tight by wedging at their sides, also between the plank forming the sides and bottoms of ships, cellars, and analogous purposes.

WILLIAM BENNET.

Witnesses:

HAYWARD A. HARVEY,
THOS. W. HARVEY.