

(No Model.)

J. ERICSON.
GRAVITY OIL DISTRIBUTER FOR SHIPS.

No. 526,126.

Patented Sept. 18, 1894.

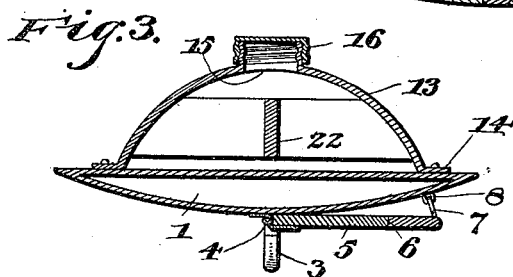
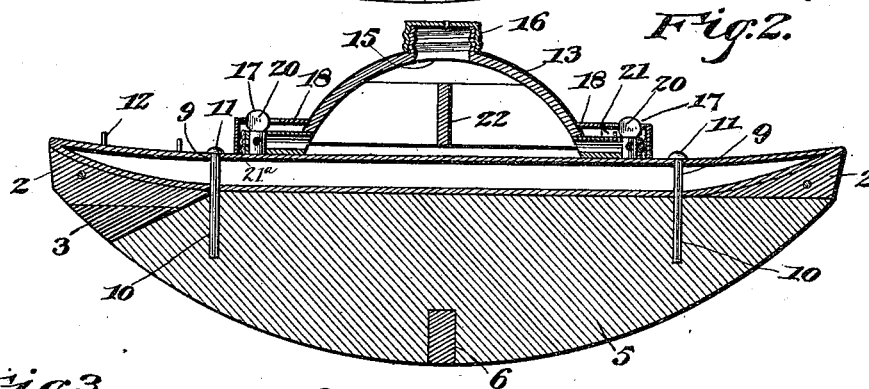
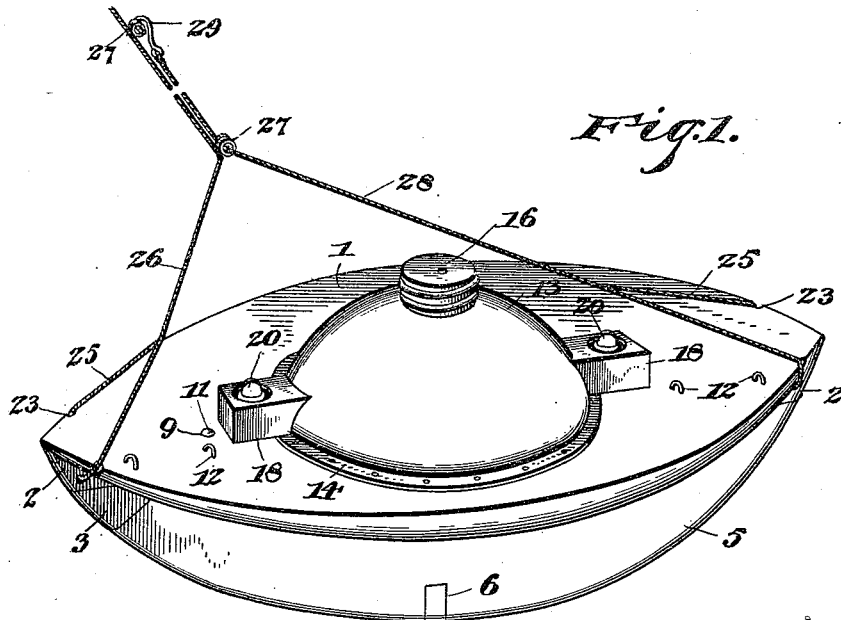


Fig. 4.

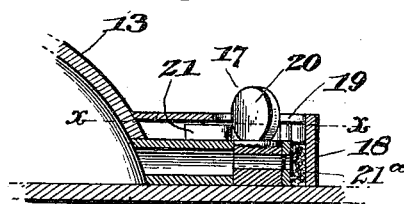
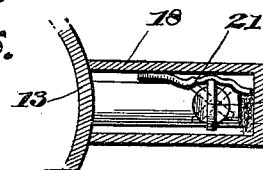


Fig. 5.



Witnesses

B. S. Ober
W. S. Duval

By his Attorneys.

Inventor
John Ericson,

Cashnow & Co.

UNITED STATES PATENT OFFICE.

JOHN ERICSON, OF SABINE PASS, TEXAS, ASSIGNOR OF ONE-HALF TO
ADELBERT PHINNEY, OF EDGARTOWN, MASSACHUSETTS.

GRAVITY OIL-DISTRIBUTER FOR SHIPS.

SPECIFICATION forming part of Letters Patent No. 526,126, dated September 18, 1894.

Application filed December 29, 1893. Serial No. 495,111. (No model.)

To all whom it may concern:

Be it known that I, JOHN ERICSON, a citizen of the United States, residing at Sabine Pass, in the county of Jefferson and State of Texas, have invented a new and useful Gravity Oil-Distributor for Ships, of which the following is a specification.

My invention relates to oil-distributers for ships while at sea, and employed for the purpose of calming the waters in rough weather.

The objects of my invention are to produce a very simple, cheap and buoyant boat or float, that may be compactly stored upon deck, conveniently launched over the side of the vessel, and so manipulated therefrom as to keep a proper and desired relative position in connection therewith, and which will automatically feed oil to the water.

Other objects and advantages of the invention will appear in the following description and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective view of an oil-boat or float constructed in accordance with my invention. Fig. 2 is a vertical longitudinal sectional view of the same. Fig. 3 is a transverse sectional view, the keel being swung up out of operative position, as when the boat is on deck out of use. Fig. 4 is a detail of one of the faucets, through which the oil is discharged. Fig. 5 is a horizontal sectional view on line $x-x$ of Fig. 4.

Like numerals of reference indicate like parts in all the figures of the drawings.

In the practice of my invention I prefer to construct the boat of metal, but it will be understood that other materials may be substituted, if so desired.

In carrying out my invention I form a hull 1, the same having its greatest beam-breadth opposite its longitudinal center, and being gradually decreased in breadth toward its opposite ends, whereby it is made what is commonly termed a "double-ender," and can therefore travel in either direction. When made of metal the hull is air tight so as to render it buoyant in the extreme. The bottom of the hull is arranged or cut away toward the ends, leaving fins or cut-waters 2, one of which, namely, that at the rear end of

the boat is continued below the hull forming an extended fin or skag 3, which when the keel is not in position will serve to steady the boat, and keep it in a straight line when not otherwise influenced.

To the under side of the hull I hinge, by ordinary separable hinges 4, a deep-keel 5, the same being designed to swing to a vertical position so as to form a continuation of the skag and the opposite fin 2, the lower edge of the skag being arranged as shown. Both the skag and the keel may be provided with any suitable ballast, by being recessed at 6, as shown, for the purpose. When the keel is not in use it may be swung up under the hull of the boat and secured in such compact position through the medium of a hook 7 with which the keel is provided, and which removably engages at its free end with an eye 8 upon the under side of the bottom of the vessel. In this manner the boat is designed to occupy but little space upon the deck of the ship to which it is attached.

Perforations 9 are formed vertically through the boat, and corresponding sockets 10, are formed in the upper edge of the keel, and through these perforations and into these sockets are inserted removable bolts 11, whereby the keel is made rigid and supported at a right angle to the vessel. When the bolts are not in use they may be conveniently carried in keepers 12, with which the deck of the boat is provided.

Surmounting the boat, amidships, is a dome-shaped tank 13, the same being circular and of a width agreeing with the beam of the boat at this point. A flange 14 surrounds the base of the tank and the same is bolted at intervals to the deck of the boat. The center of the dome is provided with a receiving-opening 15, having a suitable closure 16, in this instance, screwed in position thereon and perforated to serve as a vent. At the aft and forward sides of the dome, or it may be at other points, discharge-faucets 17 are located, and the same are preferably partially closed and protected by boxes 18, having openings 19 in their upper sides. These faucets are located at the base of the dome and the keys 20 may be secured at any point of their rotation by means of fluted springs

21, located adjacent to the faucets within the boxes, so that, as will be obvious, the flow or out-put of oil may be regulated previous to the launching of the boat. Any absorbent

5 wad 21^a may cover the mouths of the faucets.

The interior of the dome is preferably provided with one or more radial partitions 22, terminating above the bottom of the tank or dome, and serving to prevent the wash of the

10 oil within the tank and the consequent unsteady-
ing of the boat.

The opposite edges or sides of the boat, forward and aft are provided with corresponding notches 23 and to the fins below these

15 notches are secured bridle-loops 25, designed to embrace the bow and stern of the boat and rest in the notches. To one of the bridle-

loops, namely, that at the bow, there is attached a rope 26, having at intervals eyes 27,

20 and to the opposite bridle there is attached a rope 28, having a hook 29, at its free end, which end, previous to the application of the

hook, has been passed through the first of the series of eyes of the opposite rope. By en-

25 gaging this hook in the various eyes of the opposite rope the boat may be caused to assume any position desired with relation to the vessel to which the boat is attached. This

30 completes the construction of the boat and from the description in connection with the drawings, it will be obvious that I have provided a very simple, cheap construction of

boat, that may be readily launched from the side of a vessel, which is adapted for use in

35 rough weather, whether the vessel be hove to, at anchor, or running before the wind, and which may be manipulated so as to be caused to assume a proper position with relation to the vessel; which will automatically, by grav-

40 ity, emit a predetermined quantity of oil to the roughened waters and thus soothe the same and aid the vessel in out-riding a storm.

Having described my invention, what I claim is—

45 1. In a boat of the class described, the combination with the hull, of the hinged keel adapted to fold thereunder or to be dropped

to a position at a right-angle thereto, said hull and keel having corresponding openings, and locking-bolts removably inserted in the open- 50
ings of the hull and keel for rigidly securing the latter in proper relative position with the former, substantially as specified.

2. In a boat of the class described, the combination with the hull, having at its opposite 55
ends the fins, the stern-one of which extends below the hull, of the removable keel connected to the under side of the hull and adapted when in position to form a continuation of said extended fin, substantially as 60
specified.

3. In a boat of the class described, the combination with the hull, of a superimposed oil-tank, secured upon the deck of the hull and provided with discharge-faucets, boxes sur- 65
rounding the discharge-faucets and provided with openings, and the corrugated spring-rack for locking the keys of the faucets in adjusted positions substantially as specified.

4. In a boat of the class described, the combination with the hull pointed at opposite 70
ends and provided with the opposite pairs of notches, of the bridle at the ends of the hull for engaging in the notches, ropes connected to the bridles, and means for adjustably connecting one of the ropes with the other, sub- 75
stantially as specified.

5. In a boat of the class described, the combination with the hull, of a superimposed oil-tank secured upon the deck of the hull and 80
provided with discharge-faucets, boxes surrounding the discharge-faucets and provided with openings, absorbent material in the boxes, and the corrugated spring-rack for locking the keys of the faucets in adjusted 85
positions, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN ERICSON.

Witnesses:

J. J. F. GILLILAND;

W. J. WEBB.