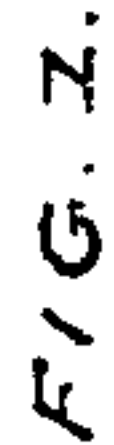


Marine Safe.

Patented Jan'y 12, 1858.



UNITED STATES PATENT OFFICE.

JOSIAH FOSTER, OF SANDWICH, MASSACHUSETTS.

MARINE SAFE.

Specification of Letters Patent No. 19,084, dated January 12, 1858.

To all whom it may concern:

Be it known that I, JOSIAH FOSTER, of Sandwich, in the county of Barnstable and State of Massachusetts, have invented an
5 Improved Marine Safe; and I do hereby declare that the same is fully described and represented in the following specification and the accompanying drawings, of which—

Figure 1, denotes a front elevation of it.
10 Fig. 2, a vertical and central section. Fig. 3, a horizontal section.

In these drawings, A, represents a long metallic vessel or case formed with a series of narrow, hollow air tight ribs B, B, B, ar-
15 ranged up and down its external surface and around it, at equal distances apart, and each projecting a short distance from the said surface. These ribs are to operate not only as fenders to protect the main vessel
20 from injury, but as air vessels for giving buoyancy to the vessel when it may be loaded with packages or mail matter or other articles and immersed in water. Above these fenders and between an annulus
25 or confining ring C, surrounding the mouth of the vessel there is arranged a hollow air tight annulus or safety chamber, D, which serves not only to aid in giving buoyancy to the vessel, A, but in supporting the cap
30 ring, C, which rests directly on the inner side of or makes part of the hollow annulus. This cap ring is made of metal, and is recessed or rabbeted for the reception of a circular cap plate or mouth piece, E, and
35 a packing ring *a*, of india-rubber or leather placed between the two, the whole being confined together by a series of screws *b*, *b*, which pass through the cap plate and the packing ring and into the cap ring, but not
40 through it.

Over the cap plate, E, and resting on the cap ring, C, is an extra cap or cover, F, which is formed hollow, or with an air space, G, within it and is confined to the
45 cap ring by screws *c*, *c*, which pass through a lip, *d*, of the cover plate and a packing

ring, *e*, and screw into the cap, C, but not through it. The air space, G, while it serves to afford additional buoyant powers to the vessel A, serves to protect the cover from in- 50 jury and from leakage, for in case the inner cover may not be screwed down so tight, but what water would pass between it and into the safe, the outer cover may have been applied with a water tight or nearly water 55 tight joint. Thus by the use of the extra cover, the safe will be better protected from the entrance of water and be improved in other respects.

My marine safe is intended for the trans- 60 portation of mail matter and other valuables by sea or on board sea going vessels, particularly those which are liable to be wrecked. In case of danger to a vessel the safe may be thrown overboard, and will float on the 65 sea, until it may be cast on shore or be picked up by a passing vessel,—in either of which cases, its contents may be saved. Besides this, the safe may often be employed as a life preserver, as well as a means of saving 70 property from loss at sea.

I do not claim applying air chambers to a vessel to buoy the same up when immersed in water, nor do I claim a marine safe or trunk made with air tight chamber ap- 75 plied to a receiving chamber provided with a mouth and closing cap plate; but

What I do claim in the construction of a marine safe for preserving letters, money or other articles from shipwreck, is— 80

The arrangement of the extra cap F with the air chambers D and B in connection with the safe A, constructed and operating as and for the purpose described.

In testimony whereof, I have hereunto set 85 my signature this twenty third day of November, A. D. 1857.

JOSIAH FOSTER.

Witnesses:

H. AUGUSTUS SEARS,
CHARLES B. HALL.