

Sheet 1. 2 Sheets.

F. C. Buisson.

Buoy Safe.

N<sup>o</sup> 68,349.

Patented Sep. 3, 1867.

Fig. 1.

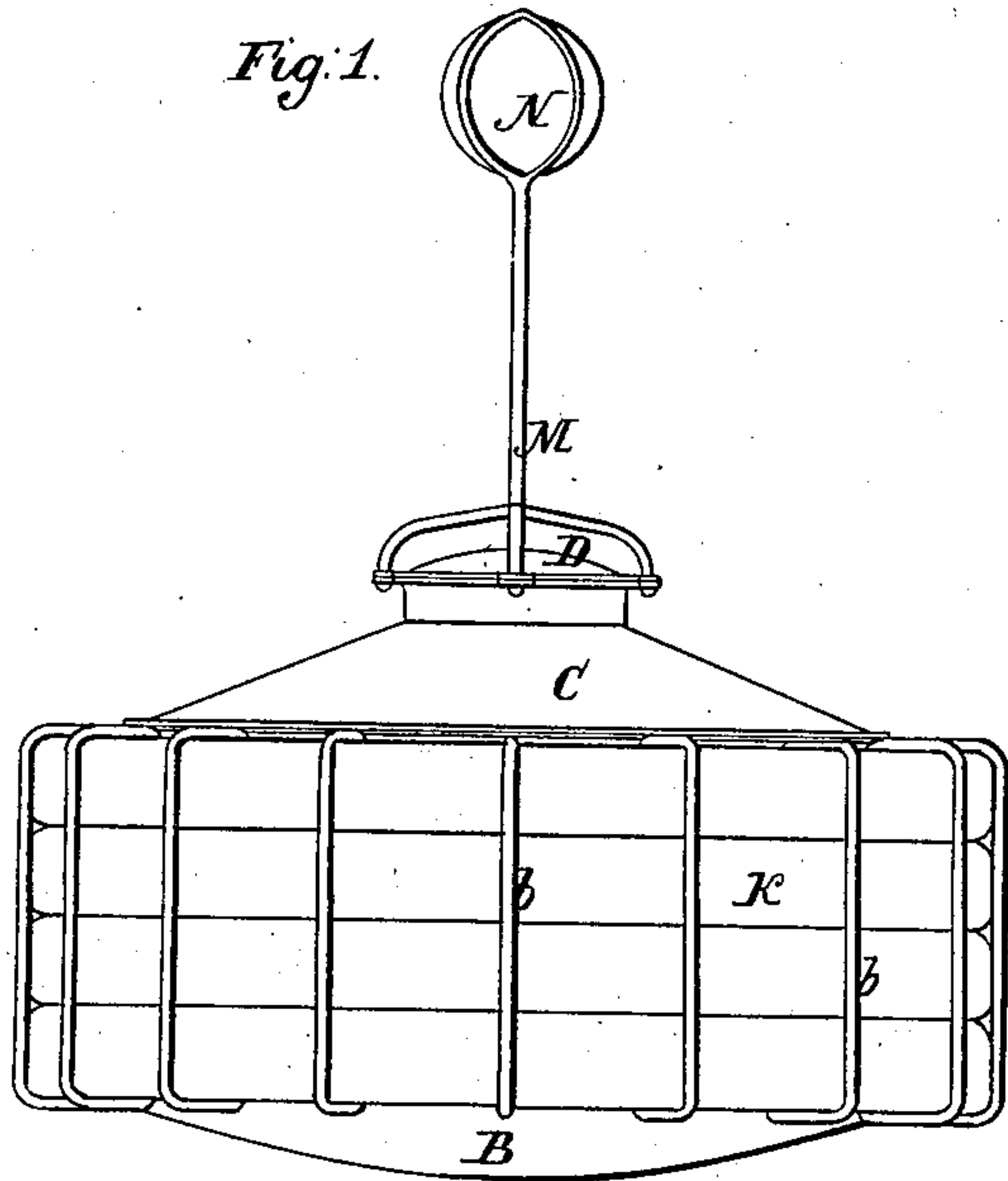
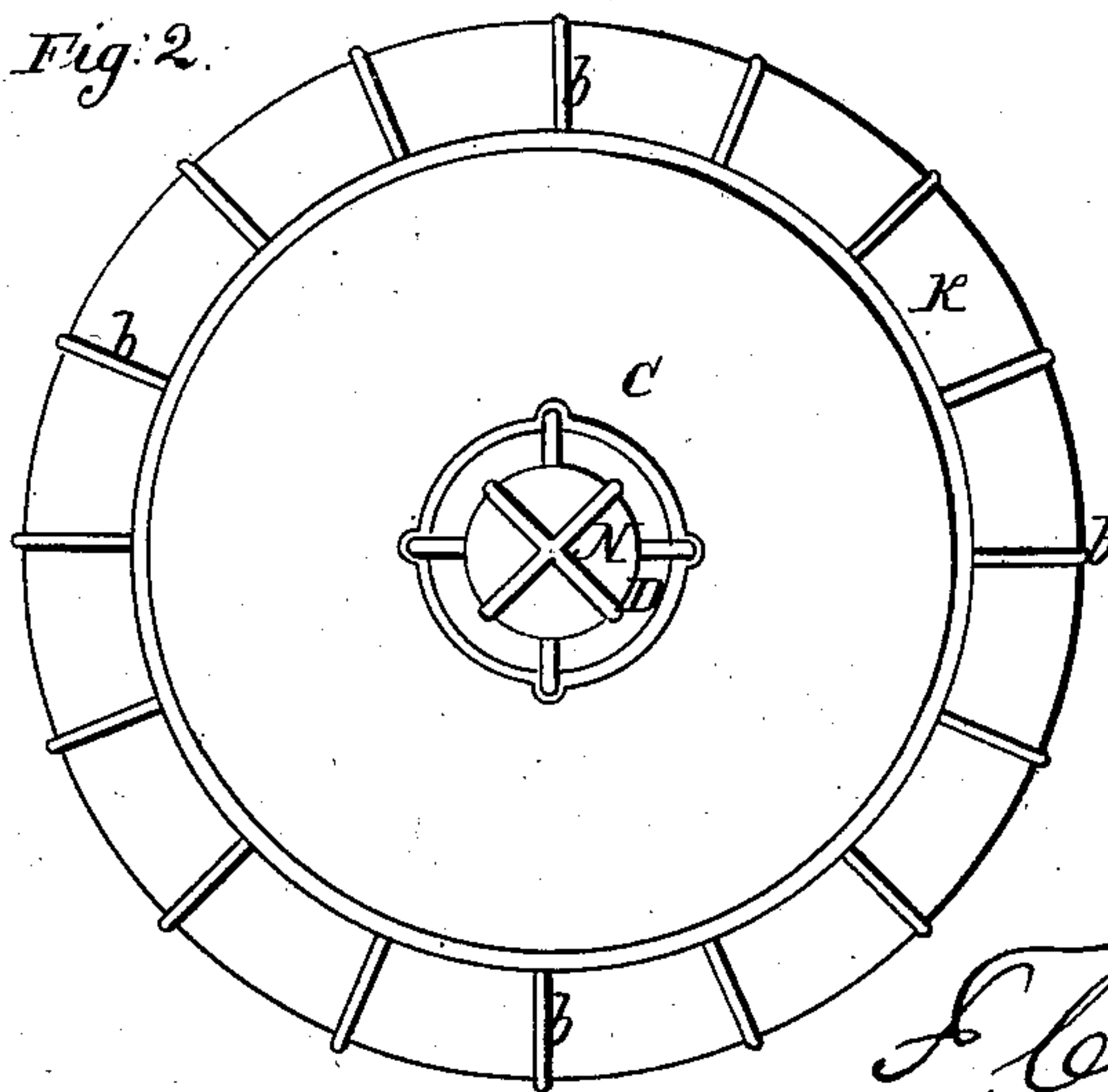


Fig. 2.



Witnesses;  
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Fig. 3.

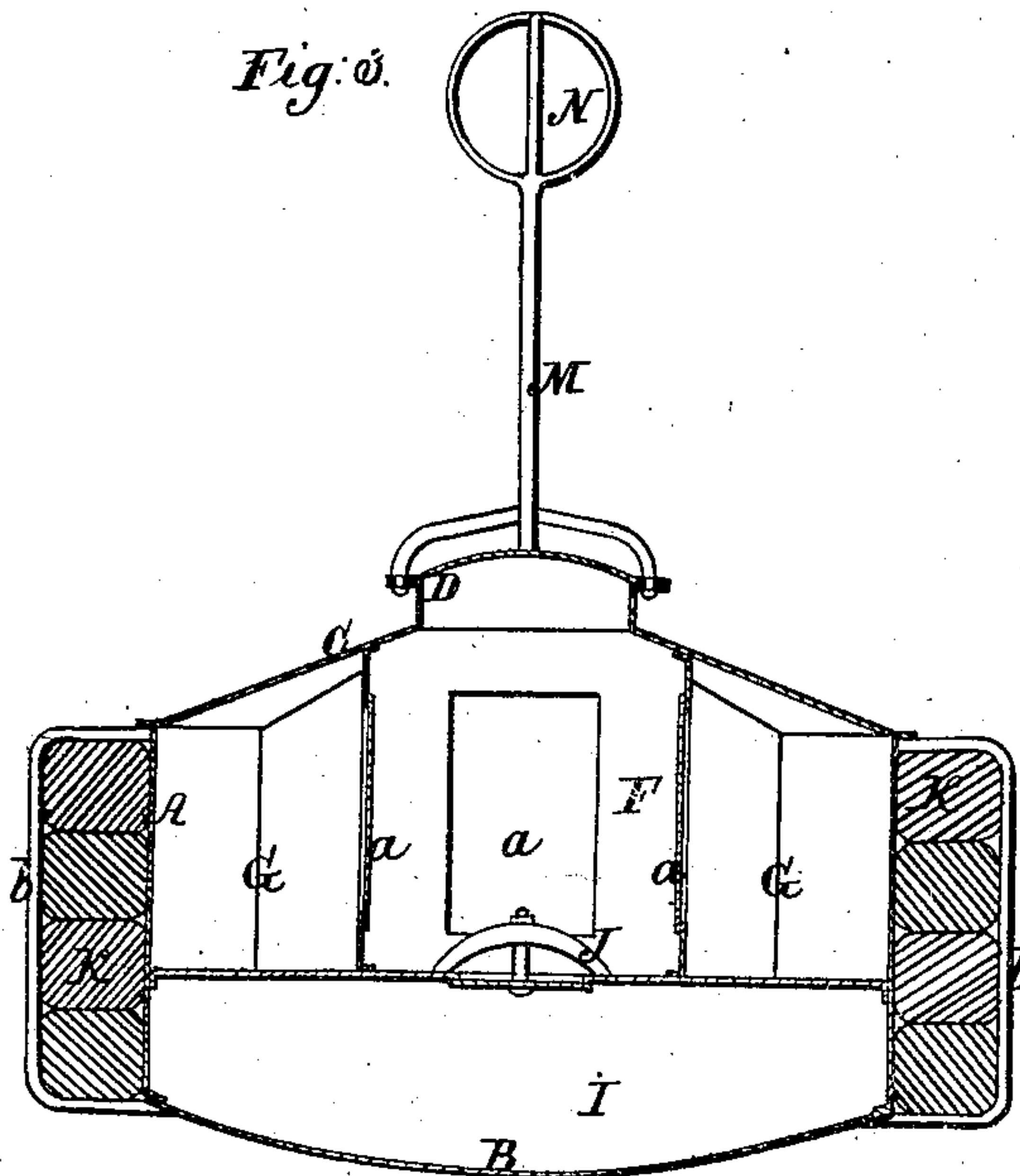
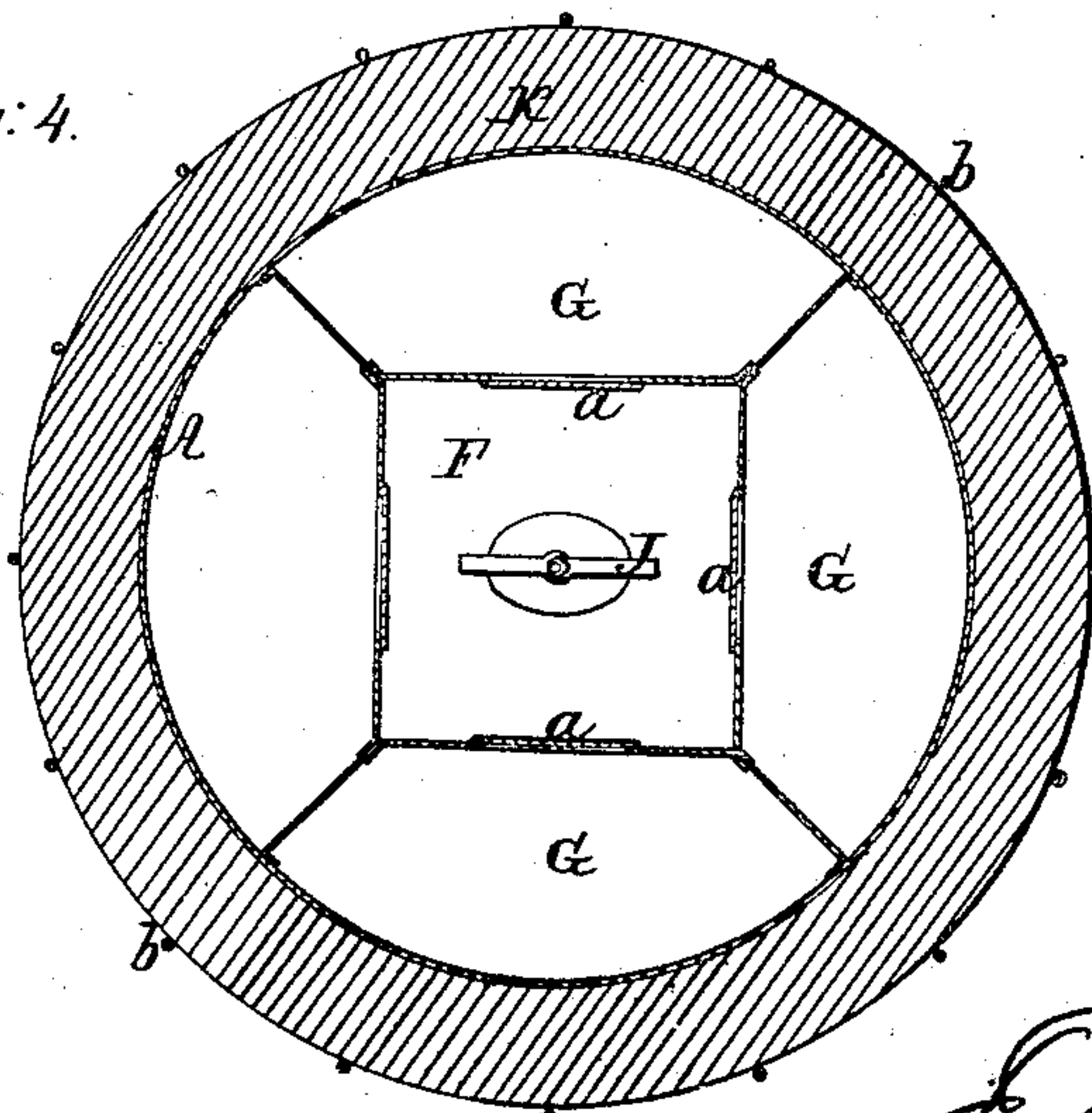


Fig. 4.



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Inventor;

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Attest: *W. H. Combs*

*W. H. Combs*



# United States Patent Office.

FRANCOIS C. BUISSON, OF NANTHAT, FRANCE.

Letters Patent No. 68,349, dated September 3, 1867.

## IMPROVED BUOY-SAFE.

The Schedule referred to in these Letters Patent and making part of the same.

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, FRANCOIS CESAR BUISSON, of Nanthat, Department of Haute-Vienne, in the Empire of France, have invented certain new and useful improvements on Buoy-Safes for ships and other vessels, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, forming part of this specification, and in which—

Figure 1 represents an elevation of a buoy-safe constructed according to my improvement.

Figure 2, a plan of the same.

Figure 3, a vertical section thereof; and

Figure 4 a horizontal section of said device.

My invention relates to buoys or structures designed to be carried loose or in a readily detachable manner on board ships and other vessels, and which likewise serve as safes for the storing of valuables, and in case of shipwreck secure the preservation of the same by the floating of the buoy, as well as constitute a ready means for the protection of persons from drowning. My invention, in this connection, consists in a sheet-metal hull or body to such structures, divided into a series of peculiarly-arranged water-tight compartments more or less separately accessible by lids or doors, the whole, when closed, being of a buoyant character, and the body which they form having combined with it an outside armor of cork that not only gives increased power of flotation to the structure, but protects it from injury or being stove in, when floated or let loose from the vessel, by forming a cushion to break shock in case of being struck or striking the vessel or other object.

Referring to the accompanying drawing, A represents an outer sheet-metal shell of cylindrical shape, and having a stout convex bottom, B, and conical or tapering top, C, the centre of which is provided with a man-hole and lid D, through which access is had to the interior of the body, the entire configuration of the latter being more or less varied at pleasure, but the shape here indicated and described being preferred. Within said body is arranged, first of all, a central compartment, F, with which the man-hole in the top C communicates, and round which are arranged any number of radial compartments G, having lids or doors *a* opening into or out from the central chamber F. Below these several compartments is a general lower chamber, I, accessible from the central compartment F by man-hole and lid J. In this lower chamber I should be stowed the more heavy valuables it is designed to save from the ship, such as specie or ingots, while the several upper compartments may be used for the ship's papers and other light articles. This disposition of the compartments gives steadiness to the structure when afloat, the configuration of the base B favoring the collection at the centre and lowest point or level of the heavier goods or valuables. The several man-hole lids or doors may be made water-tight at their joints by any well-known or suitable packing arrangements. If preferred, the doors to the compartments G may, through an appropriate disposition of copper strips at their joints, be brazed or soldered tight after said compartments have been filled with the ship's papers or other articles they are designed to contain, and being thus hermetically sealed, with light contents, will give a fixed and reliable buoyancy in case of leakage elsewhere, the separate accessibility of the chambers F and I adding further to the freedom of the structure from leakage seriously affecting its buoyancy. But further protection in this respect, by adding to the power of flotation of the safe, is secured by encircling it with an armor of cork, K, held to the metallic body by lashings or guards *b* in any suitable manner. This cork armor also serves to act as a cushion to prevent the metallic body being stove in by striking, say, against the side of the ship, or otherwise coming in violent contact with any portion of the wreck or other hard object. It is desirable to make said cork armor of capacity sufficient to float the safe independently of its compartments, or most of them, so that, in case of accident or leakage, the structure will continue to be buoyed up.

Attached to or connected with the structure may be a series of detachable cork buoys, or floats of a smaller character, for use by persons in the water till assistance can be rendered. The roof or top of the structure may also be used for preservation of the shipwrecked, the buoyancy of the structure being sufficient and its upper area being made ample for the purpose, though no limit is fixed to the size of the contrivance. A ship may either carry a few of large or many of a smaller size.

Projecting upwards from its top at the centre may be a rod or staff, M, carrying a signal-ball, N, of bright color to attract the attention of any passing vessel or of parties from the shore, or a lamp may be substituted or

added if desired. Such or other signalling arrangement, however, may be dispensed with, especially if there be any risk of the rod or staff getting entangled with loose rigging in case of shipwreck.

A buoy-safe thus constructed will be found of great value in preserving both life and treasure, and when suitably painted or coated will be durable, and may be made secure against theft of its contents by proper locks or secret fastenings to the man-hole lids.

What I claim, and desire to secure by Letters Patent, is—

A buoy-safe composed of a metallic body made up of separate compartments, provided with lids or doors, and outside cork armor, substantially as specified.

In testimony whereof I have signed my name to this specification before two subscribing witnesses.

F. C. BUISSON

Witnesses:

DUMAS,

PH. GENTY.