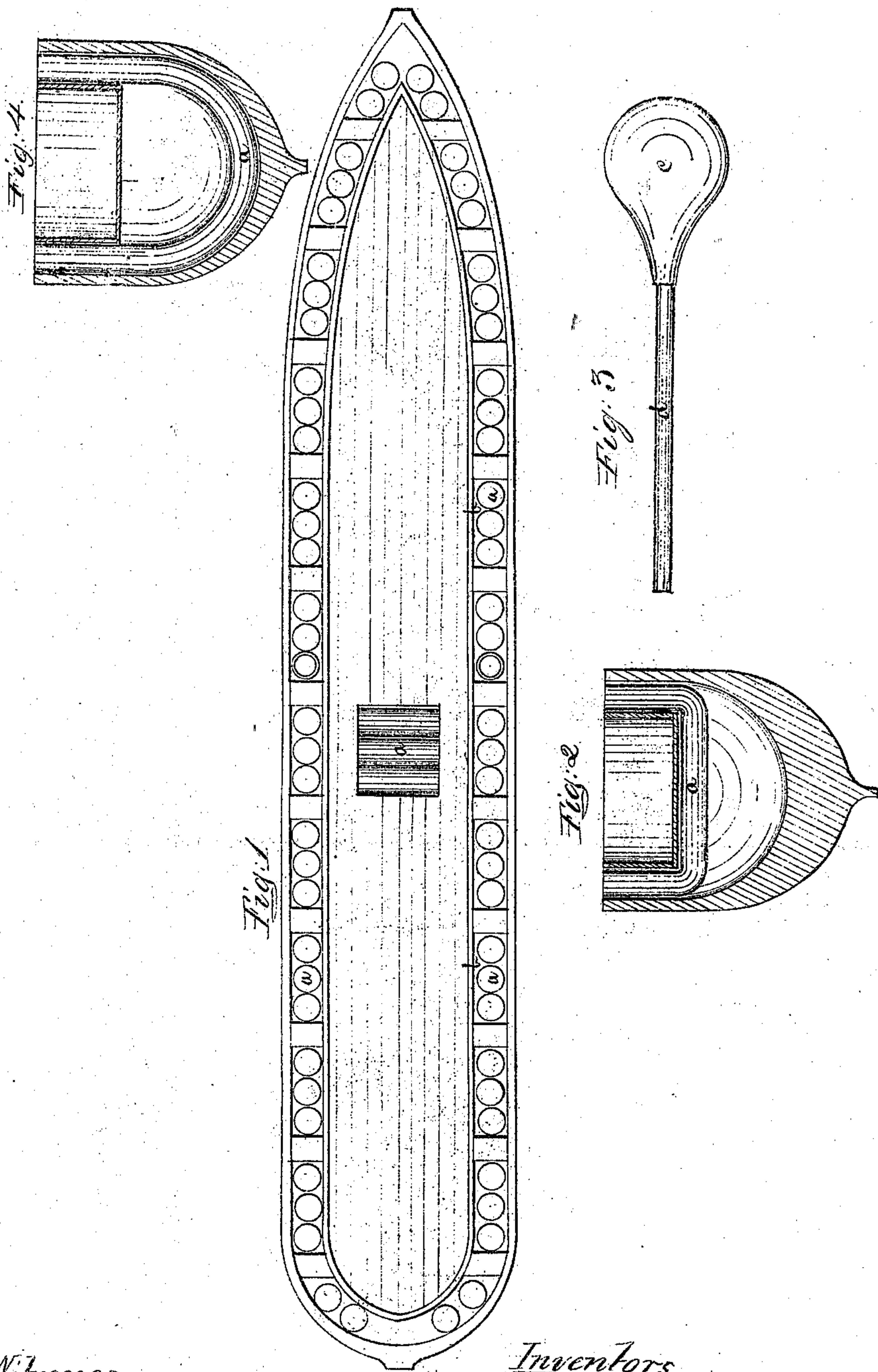


Carey & Losie,
Ship Building.
No. 100,606. *Patented Mar. 8. 1870.*



Witnesses

J. Smith
L. E. Jones

Inventors

C. W. Carey
Chas. Losie

by Atty' D. T. Everett

United States Patent Office.

G. W. COREY AND THOMAS LOSIE, OF NEW YORK, N. Y.

Letters Patent No. 100,606, dated March 8, 1870; antedated February 28, 1870.

IMPROVEMENT IN FLOATING SHIPS.

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

To all whom it may concern:

Be it known that we, G. W. COREY and THOMAS LOSIE, of the city of New York, in the State of New York, have invented a certain new and useful Improvement in Floating Ships and other vessels; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, and to the marks and letters thereon, which said drawing forms part of this specification, and shows a vessel and parts thereof with our improvement thereon—

Figure 1 being a top view of the vessel, the upper deck having been removed;

Figure 2, a view, by transverse section, at midship;

Figure 4, a view, by like section, nearer the stern of the vessel; and

Figure 3, a view of a tube and sack to be used in certain parts of the ship.

In each of these figures, where like parts are shown, like marks and letters are used to designate the parts.

Our invention is intended to prevent the wrecking, sinking, or foundering of vessels, and may be made a part of the vessel when built, or may be introduced subsequently to the building, whenever the vessel is undergoing repairs or being reconstructed.

Our invention consists in placing between the knees and timbers of the vessel air-tight metal tubes, *a*, which are continuous from the one side of the vessel to the other, between the exterior and interior planking, and between the floor and the ceiling constituting the decks of the vessel, as is indicated by figs. 1, 2, and 4 of the drawings.

These tubes will thus occupy what is simply air space in ordinary vessels, and, in addition to the buoyancy which they give to the vessel, will provide for a sufficient circulation of air to prevent decay and rotting

of the timbers, the space *b* between the tubes permitting such circulation of air.

In addition to the tubes here named, we propose to have the bulk-head chambers and all other spaces in the vessel occupied in whole or in part with India-rubber or air-tight elastic sacks, *c*, connected with tubes *d*, or a series of tubes, and some proper means for their inflation, so that such chambers or recesses may be used for cargo or stores, which may be removed when necessary, and such chambers, also, be made air-chambers, and contribute to the buoyancy and safety of the vessel.

We are aware that life-boats have been constructed with air-tight metal and other chambers and sections, and that the spaces between the timbers and planking and flooring have been filled with air-sacks and air-tight metallic vessels, and we do not, therefore, broadly claim rendering ships and other vessels buoyant, and adding to their safety by using such air-tight spaces or chambers; but

What we do claim as our invention, and desire to secure by Letters Patent, is—

1. The series of air-tight tubes passing entirely from the one side of the vessel to the other, between the timbers, and between the planking and flooring, and between the flooring and ceiling of the decks, as and for the purposes herein recited.

2. The combination of the air-tight sack and tubes, used as and for the purposes herein set forth.

This specification signed this 10th day of June, 1869.

G. W. COREY.
THOMAS LOSIE.

Witnesses:

P. J. GAGE,
THOS. H. NEWKIRK.