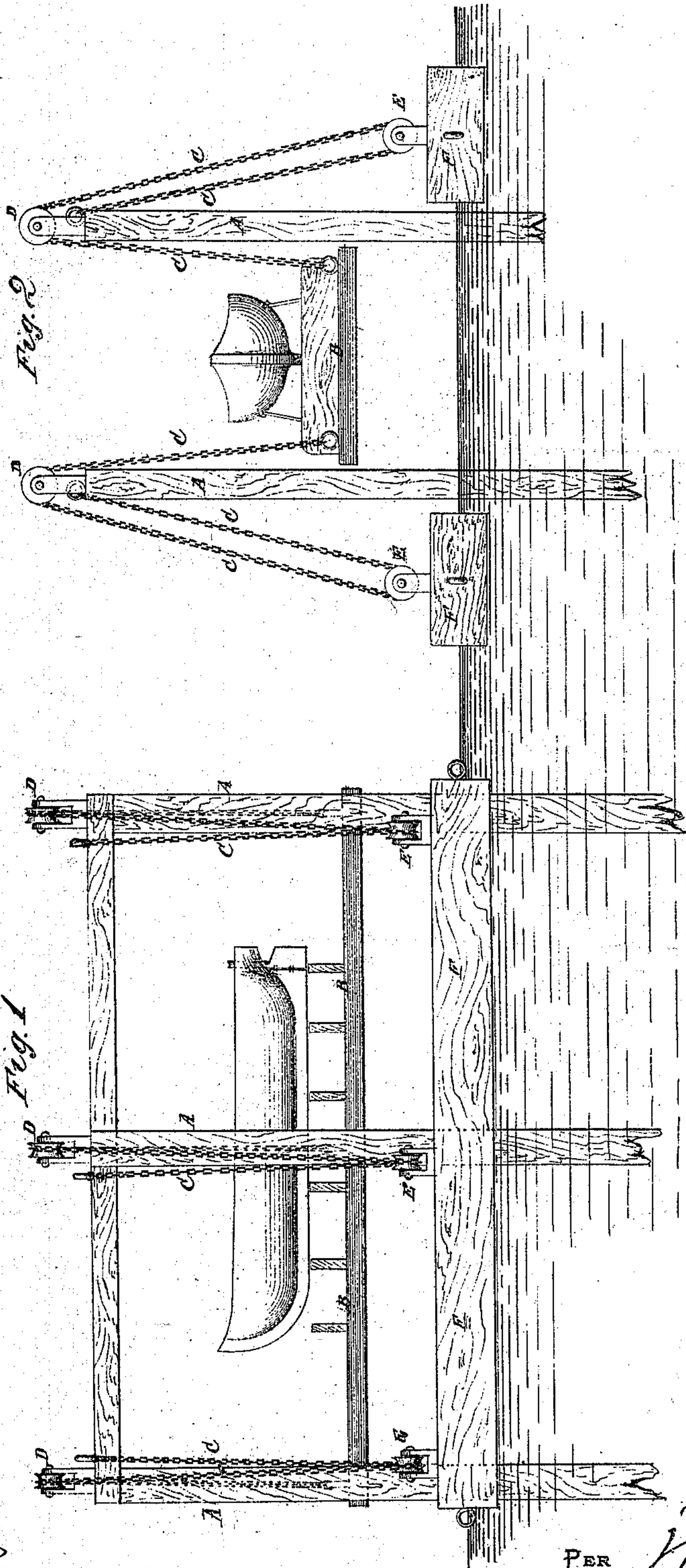


G. A. Albertson,

Dry Dock.

No. 112,525.

Patented Mar. 14, 1871.



Witnesses:
J. W. Almquist
S. S. Mabel

Inventor:
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PER *Mmm No*
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United States Patent Office.

GEORGE A. ALBERTSON, OF NEW YORK, N. Y.

Letters Patent No. 112,525, dated March 14, 1871.

IMPROVEMENT IN DRY-DOCKS.

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, GEORGE A. ALBERTSON, of the city of New York, in the county and State of New York, have invented a new and useful Improvement in Dry-Dock; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

Figure 1 is a detail side view of my improved dry-dock.

Figure 2 is an end view of the same.

Similar letters of reference indicate corresponding parts.

My invention has for its object to improve the construction of dry-docks, so that vessels may be raised out of and lowered into the water by the fall and rise of the tide, and which shall at the same time be simple in construction; and

It consists in the construction and combination of the various parts, as hereinafter more fully described.

A represents piles, which are driven into the ground to form the sides of the dock.

The piles A should be driven close together, and should have planks spiked to them in the ordinary manner.

B is the platform upon which the vessel rests.

To the side parts of the platform B are securely attached the ends of a sufficient number of chains, C, which pass over pulleys D, pivoted to the upper ends of the piles A or to the string pieces connecting the upper ends of said piles.

The chains C pass around pulleys E pivoted to the middle parts of the floats F, and their ends are attached to the upper ends of the piles A.

The floats F are made large and of such a weight as to overbalance the weight of the platform B and of the vessel to be raised.

By this construction the platform B will move about twice as far as the floats F, from the fact that the parts of the chain C connected with the platform B are single, while the parts of said chains connected with the floats are double.

As the tide rises the floats F will rise with it, and the platform B will sink into the water.

When the platform B has sunk to the necessary depth, the vessel is floated into the dock and into the proper position above the platform B. As the tide falls the floats F fall with it and raise the platform B and the vessel out of the water. When the tide has fallen to its lowest point the chains C are keyed so as to support the platform B and the vessel upon it at such a height above the water that the tide upon its rise will not touch them.

When the work upon the vessel has been completed the operation is reversed and the platform B and the vessel upon it are lowered into the water by the rise of the tide, allowing the vessel to be floated off the said platform—the vessel being thus both raised out of and lowered into the water by the fall and rise of the tide.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

The combination of the platform B, chains C, and heavy floats F with each other and with the piles A, forming the sides of the dock, substantially as herein shown and described, and for the purpose set forth.

The above specification of my invention signed by me this 27th day of April, 1870.

GEORGE A. ALBERTSON.

Witnesses:

WM. H. FERGUSON,
JAMES T. GRAHAM.