

J. A. LUSBY & J. V. SMITH.

Ship's Galley.

No. 165,423.

Patented July 13, 1875.

Fig. 1.

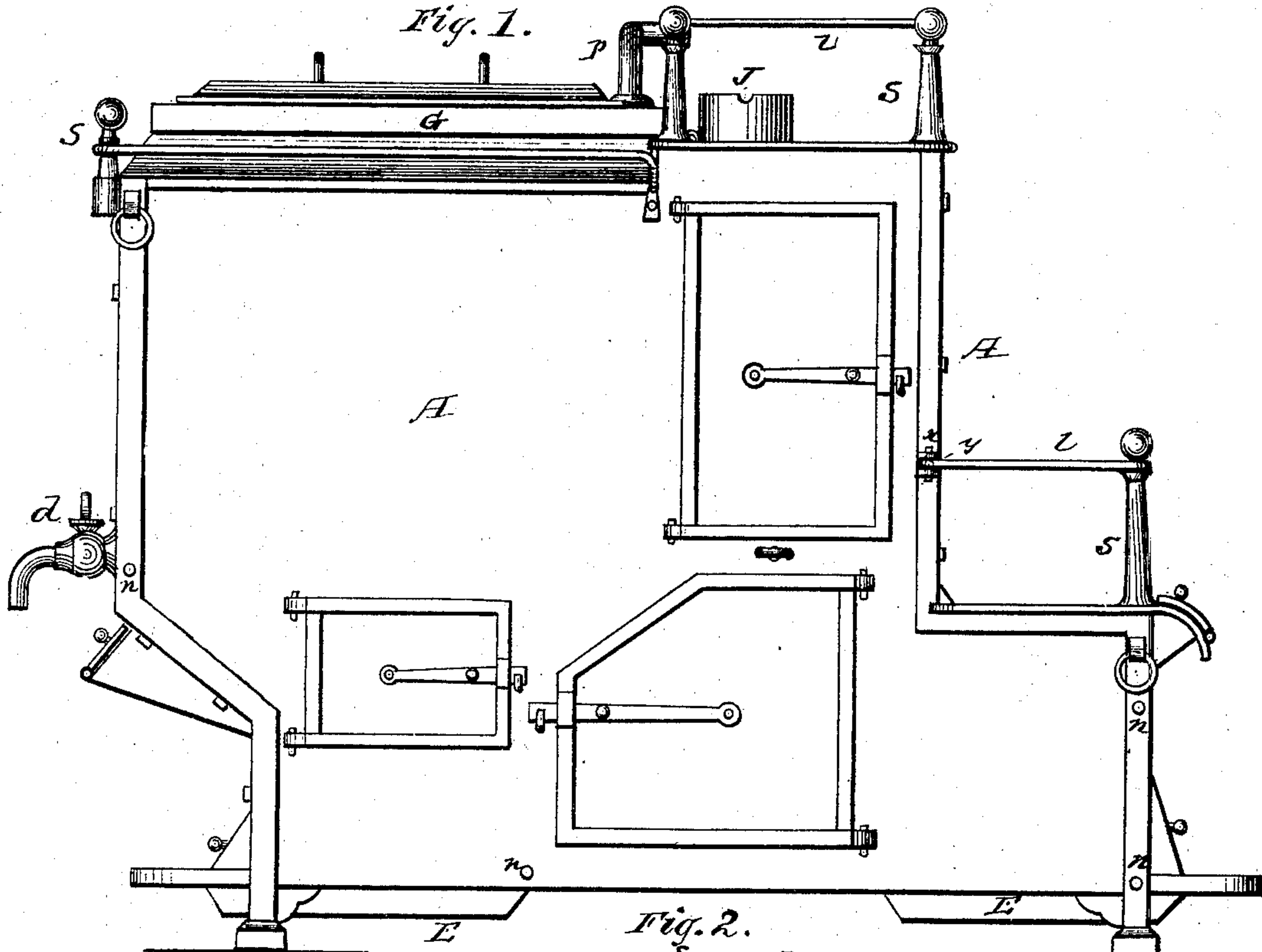
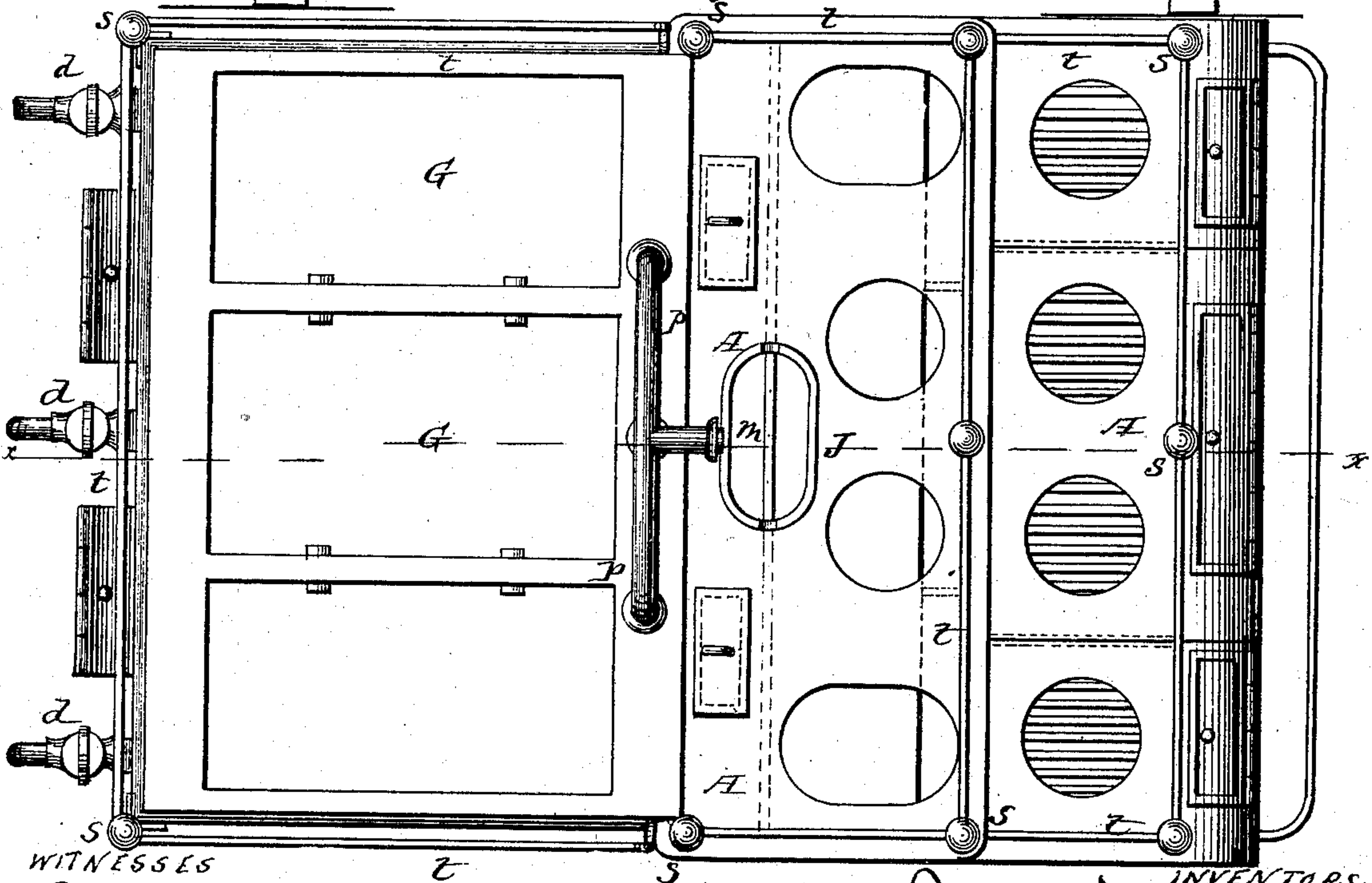


Fig. 2.



WITNESSES

P. C. Dietrich
H. C. McArthur.

INVENTORS:

James A. Lusby
John V. Smith
per C. H. Watson
ATTORNEYS.

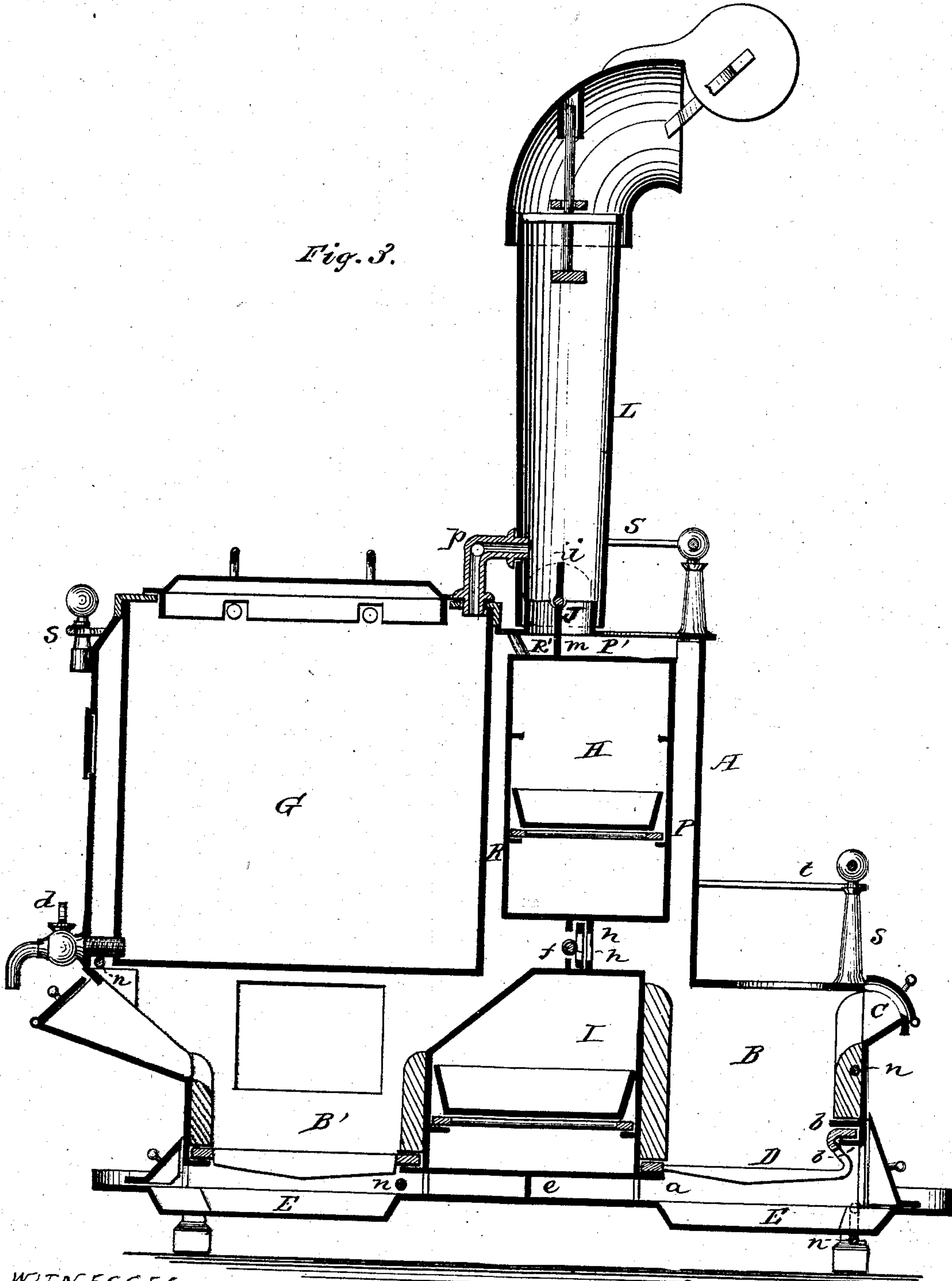
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Fig. 3.



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UNITED STATES PATENT OFFICE.

JAMES A. LUSBY AND JOHN V. SMITH, OF WASHINGTON, D. C., ASSIGNORS
OF ONE-HALF THEIR RIGHT TO WALTON BROTHERS, OF NEW YORK
CITY.

IMPROVEMENT IN SHIPS' GALLEYS.

Specification forming part of Letters Patent No. **165,423**, dated July 13, 1875; application filed
June 10, 1875.

To all whom it may concern :

Be it known that we, JAMES A. LUSBY and JOHN V. SMITH, of Washington, District of Columbia, have invented certain new and useful Improvements in Ship's Galley; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of our invention consists in the construction and arrangement of a cook's galley for vessels, as will be hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a side elevation, and Fig. 2 a plan view, of our invention. Fig. 3 is a longitudinal vertical section of the same through the line *x x*, Fig. 2.

A represents the shell of the galley, in the front part of which is a fire-box, B, with ordinary stove-holes above the same for the reception of a series of cooking utensils. In the practical operation of our galley we prefer to make a series of fire-boxes—one for each stove-hole—so that only so much fire need to be made as is absolutely necessary for the cooking to be done. C C are the apertures for the admission of coal to the fire box or boxes. D is the grate, the rear end of which rests on a flange, *a*, and the front end between two flanges, *b b*, as shown in Fig. 3, making it perfectly secure. These latter flanges also strengthen the shell A. Below the grate D is the ash-pit E, into which air is admitted to supply the fire through suitable dampers in front. In the rear part of the galley is a fire-box, B', extending the entire width of the galley, and provided with grate, ash-pit, and coal-holes, substantially as described for the front. Above the fire-box B' is a series of boilers, G G, for cooking for the ship's crew, said boilers being so arranged as to form flues between them, through which the heat and smoke may circulate freely. Each boiler G is provided with a faucet, *d*, extending

through the back, as shown. Between the fire-boxes B and B' is the warming-oven I, and above the same is the baking-oven H, it being, however, understood that the warming-oven may also be used for baking purposes, if desired. Under the center of the oven I is a partition, *e*, dividing the flue under the same. Between the two ovens is a perforated partition, *f*, with dampers *h h*, and above the oven H is a partition, *m*, extending up into the stove-pipe collar J on the top of the galley, over which collar the stove-pipe L is placed. Within the collar J, at the upper edge of the partition *m*, is a hinged damper, *i*. P is the flue at the front of the oven H, having a flue, P', extending on top of the oven to the partition *m*. R is the flue at the back of said oven, having a similar top flue, R'.

When fire is made both in front and rear of the galley the dampers *h h* should be closed, and the damper *i* stand vertically. If fire is made only at the front, and the oven H not required for use, the dampers *h h* are closed, and the damper *i* turned down to close the outlet for the flue R', when the smoke will pass directly up the flue P to the smoke-pipe. If, however, it is desired to use the oven H, the dampers *h* must be opened, and the damper *i* be turned to close the outlet for the flue R', when the smoke from the front fire-boxes will pass between the ovens, through the partition *f*, and through the flues R R' to the smoke-pipe. The dampers are operated in similar manner when fire is made in the rear fire-box only.

n n are stay-rods, for strengthening the galley, and holding it firmly together. The boilers G are connected by pipes *p* with the smoke-pipe L, to carry off all steam and odor from the same. On the top of the galley are made suitable railings S for hanging kitchen forks, spoons, and other similar articles. A similar railing is made to surround the vessels on the front part of the galley. The end pieces *t* of this latter railing are hinged at their front ends, and fastened at their rear ends by pins *x* between ears or projections *y* on the galley. By opening or swinging outward these side

pieces the vessels on the front part of the galley may be slid off from either side, obviating the necessity of lifting them over the railing.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The fire-boxes B B' and warming-oven I, in combination with the partition *e*, oven H, perforated partition *f*, dampers *h h*, oven H, and partition *m*, extending into the stove-pipe collar J, all as and for the purpose set forth.

2. The flues R and R', in combination with the flues P and P', damper *i*, partition *f*, boilers G, and oven H, all constructed and operating as and for the purpose specified.

3. The combination, in a ship's galley, of the

front and rear fire-boxes B B', ovens I H, partitions *e*, *f*, and *m*, flues P P' and R R', and the dampers *h i*, all arranged substantially as and for the purposes herein set forth.

4. The railing S on the galley, provided with hinged end pieces *t*, substantially as and for the purposes herein set forth.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

JAS. A. LUSBY.
JOHN V. SMITH.

Witnesses:

C. H. WATSON,
H. C. SCOTT.