

(No Model.)

C. H. EDWARDS.

DUMPING SCOW.

No. 327,870.

Patented Oct. 6, 1885

FIG. 1.

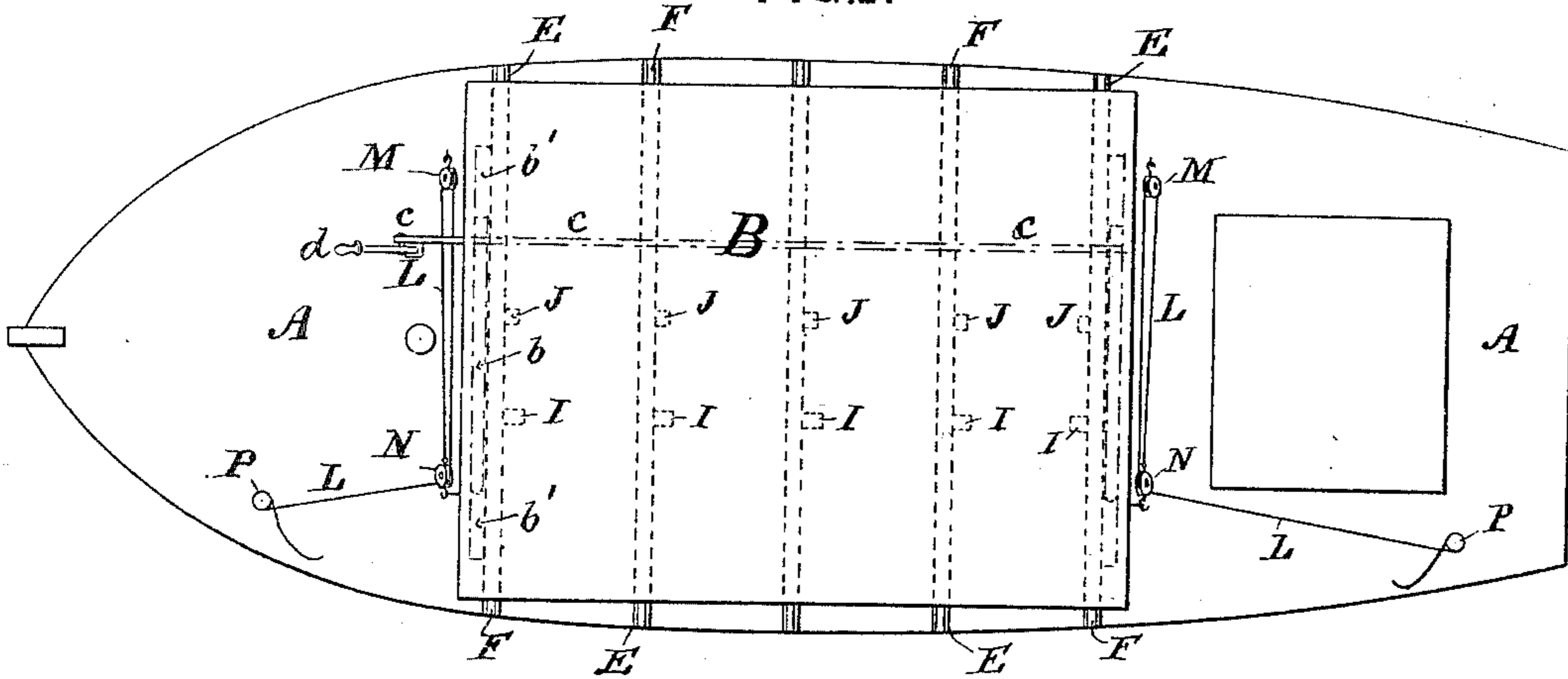


FIG. 2.

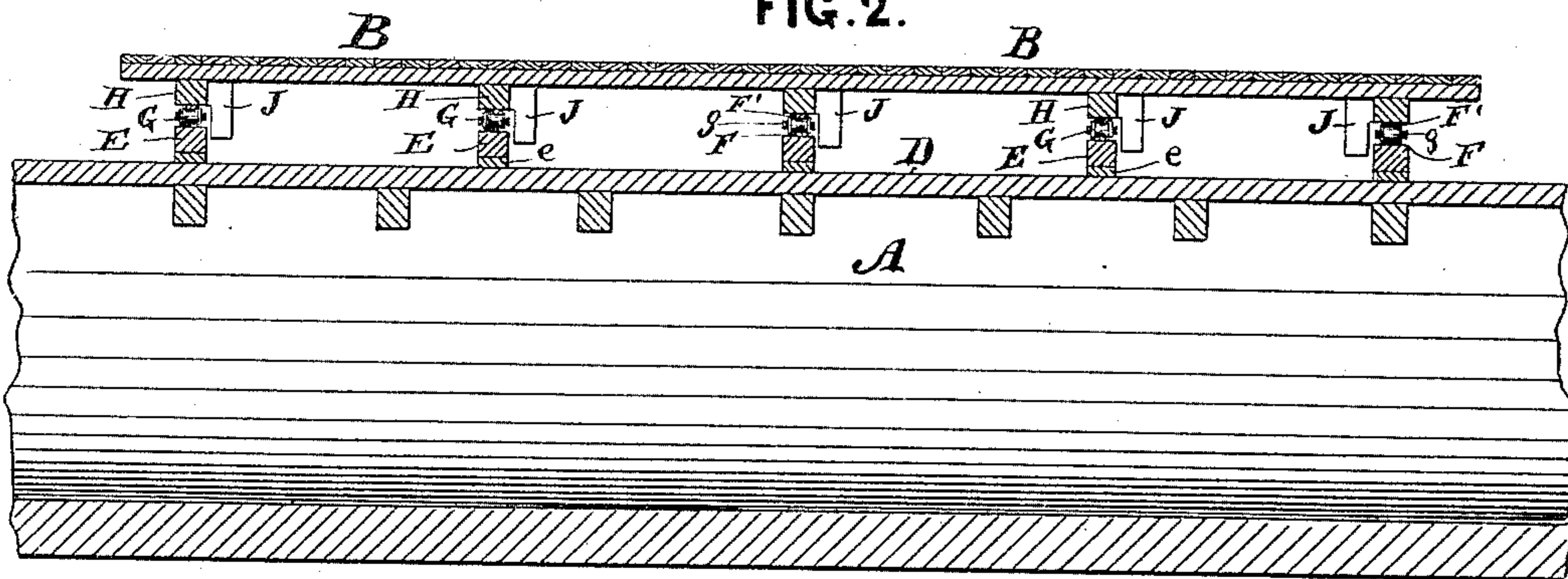


FIG. 3.

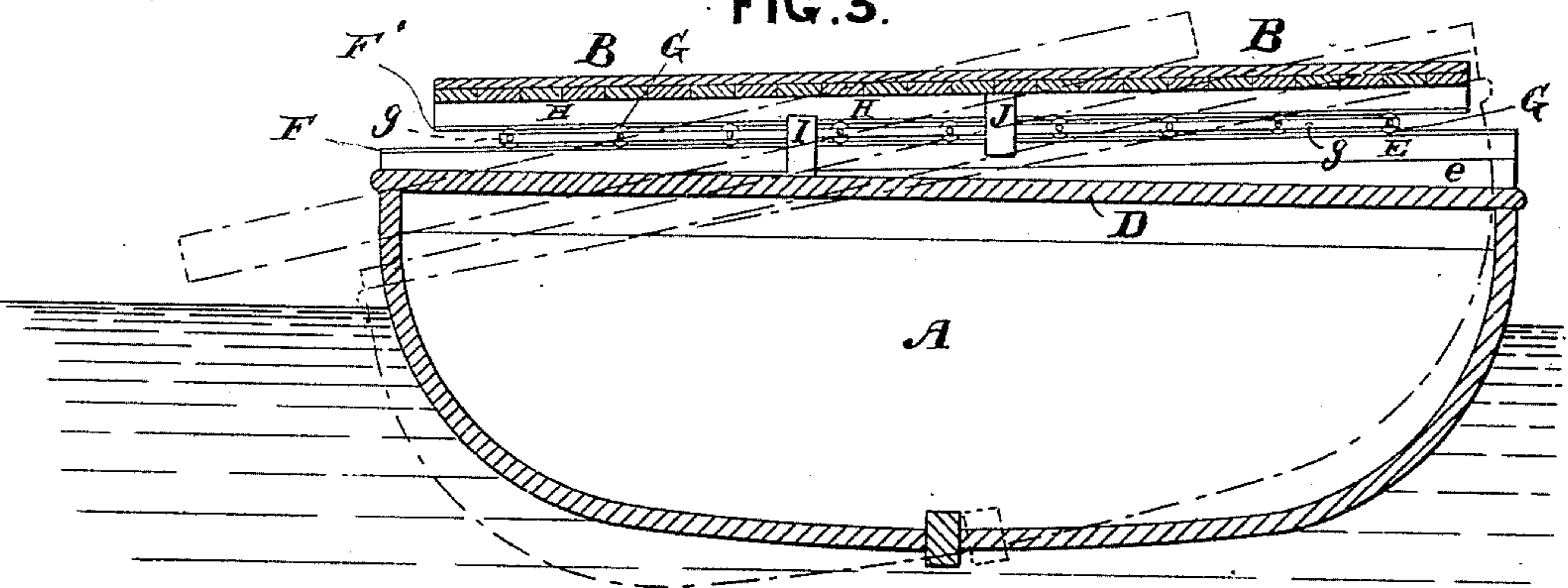
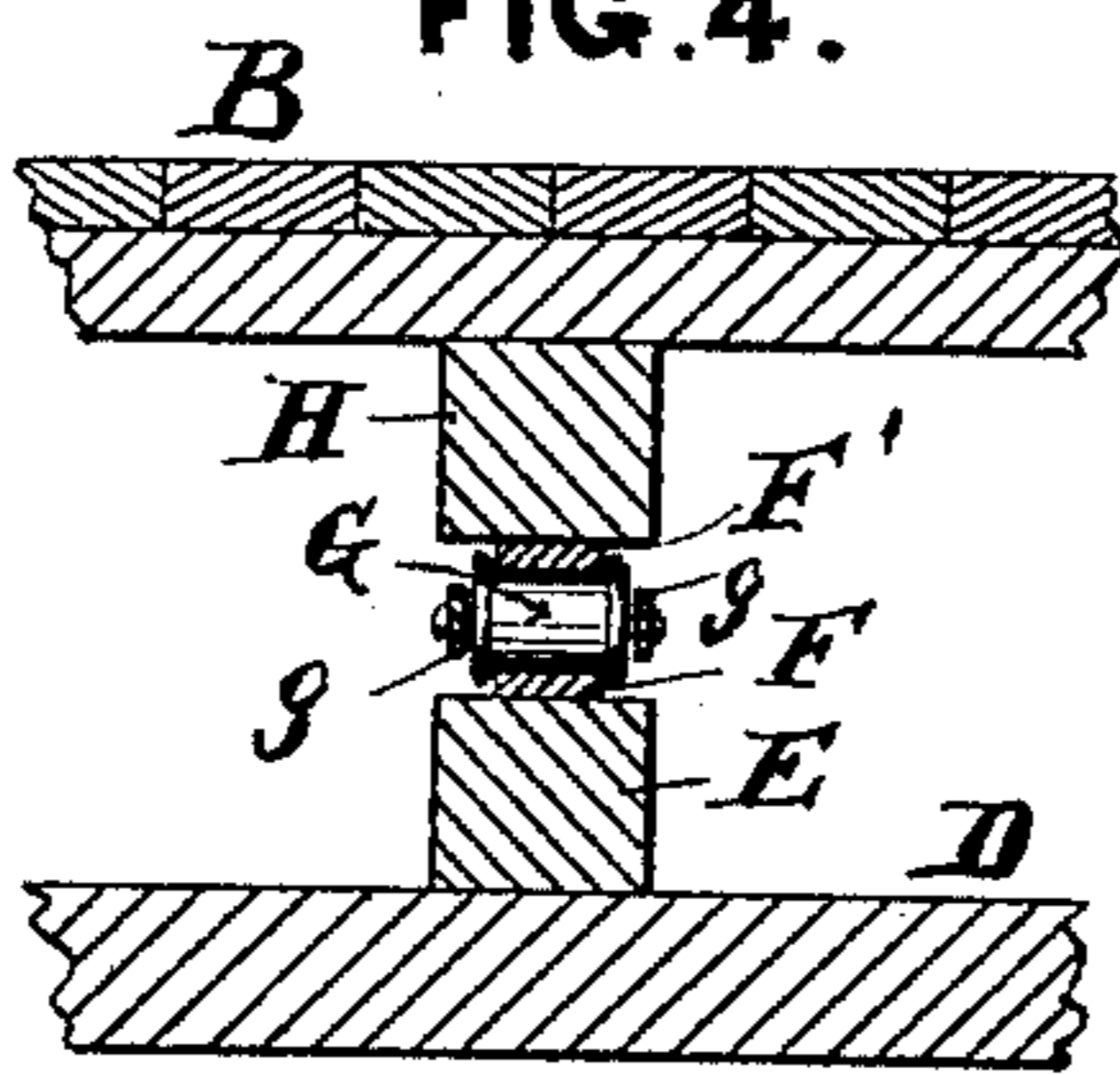


FIG. 4.



Witnesses.

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UNITED STATES PATENT OFFICE.

CHARLES H. EDWARDS, OF QUINCY, MASSACHUSETTS.

DUMPING-SCOW.

SPECIFICATION forming part of Letters Patent No. 327,870, dated October 6, 1885.

Application filed December 18, 1884. Serial No. 150,697. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. EDWARDS, a citizen of the United States, residing at Quincy, in the county of Norfolk and State of Massachusetts, have invented a new and useful Improvement in Floating Dumping-Vessels, of which the following is a specification.

My invention relates to floating vessels; and it consists in improved means whereby stones or similar material may be discharged from the deck of a vessel, especially for such purpose as the formation of a breakwater. To this end a platform is placed on the deck of a floating vessel, and the load rests on the platform. When it is desired to dump the load, the platform is shifted so that it projects a little way over one side of the vessel. This causes the vessel to careen, and the load is discharged automatically at one side.

Referring to the accompanying drawings, Figure 1 represents the deck of a vessel, upon which is a sliding platform. Fig. 2 is a longitudinal section of a portion of a vessel on an enlarged scale. Fig. 3 is a transverse section of the same. Fig. 4 is an enlarged view in detail, showing a roller and its connections.

A represents a vessel, which may be of any desired size and dimensions.

D is the deck of the vessel, crosswise of which are secured bars or ways E, one end of each of which rests upon a beveled beam, e, extending across the vessel's deck a greater portion of its width.

B is a platform upon which is placed the load to be dumped. Underneath the said platform are bars or beams H, extending across the same and provided with rollers G, the outer ends of the axles of which are connected to thin strips of metal g, so as to keep the rollers in their proper relative positions.

To the under side of the platform B is secured a block, J, and to the deck D, a short distance from the block J, is secured another block, I, the two serving as stops for the platform, so as to prevent it from moving any farther than is necessary to one side. Any other equivalent device for stops may be employed for this purpose.

In order to prevent the platform B from moving before the proper time on the in-

clined ways, I place strong bars or braces b, each having one end abutting against projecting pieces b' b', and having the other end abutting against projecting pieces secured to the vessel's deck, as indicated by dotted lines in Fig. 1. The said braces are connected by means of an iron rod or bar, c, passing through them, and having at one end an arm or lever, d, so that when the platform is loaded and the load is to be dumped by turning the lever c, the braces b will be drawn away from their abutments b' b', thus releasing the platform, and allowing it to slide to one side of the vessel and dump the load.

Instead of the friction-rollers, the under side of the platform may be provided with grooved bars or rails fitted to slide in V-shaped rails secured to the deck, so that by moving the loaded platform to one side the vessel will careen sufficiently to incline the platform and cause the load to slide off the same and be dumped at the vessel's side.

When the load is dumped, the platform is drawn back to its place upon the deck by means of the tackle and blocks L M N.

The sliding platform and its appendages can be applied to a vessel already built without changing the construction of the vessel, and be readily removed from the same when not required for use.

What I claim as my invention is—

1. In a floating vessel, the combination, with the deck having bars or ways extending crosswise thereof, of a movable platform extending across the deck, and having supporting-pieces corresponding with the ways on the deck, and stops to prevent too great movement of the platform, all arranged substantially as described, so that the platform may be projected a little way at one side of the vessel, and thus careen the vessel and dump the load, as set forth.

2. The combination, with the deck of a vessel, of bars or ways extending crosswise thereof, a platform across the deck having supporting-pieces corresponding with the deck-bars, and anti-friction rolls between the deck-bars and the platform-supports, substantially as described.

3. The combination, with the deck of a ves-

sel, of bars or ways extending across the same,
a platform across the deck having support-
ing-pieces corresponding with the deck-bars,
stops *b* beneath the platform, and movable
5 pieces *b'* at each side of said stops, whereby
the platform is locked in position against
movement in either direction, substantially as
described.

In testimony whereof I have signed my name
to this specification in the presence of two sub- 10
scribing witnesses.

CHAS. H. EDWARDS.

Witnesses:

J. H. ADAMS,
E. PLANTA.