(No Model.)

W. E. BANZETT.

OIL DISTRIBUTER.

No. 436,282. Patented Sept. 9, 1890.

Fig. 1.

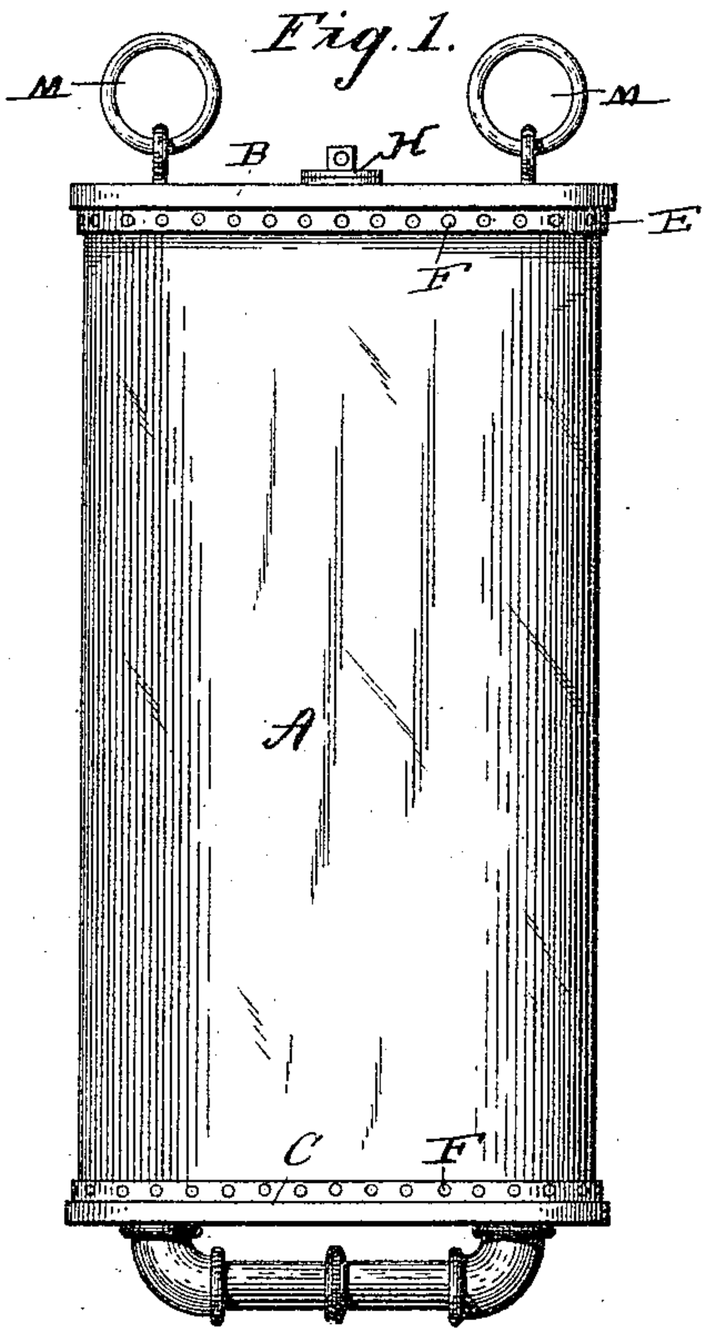


Fig. 4.

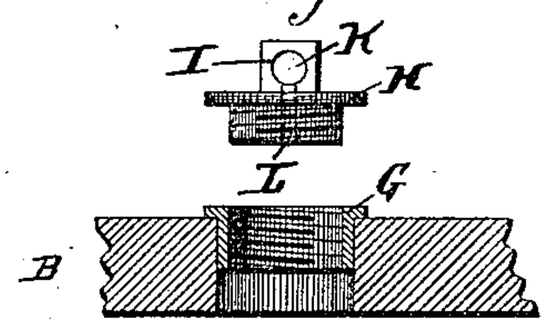


Fig. 2.

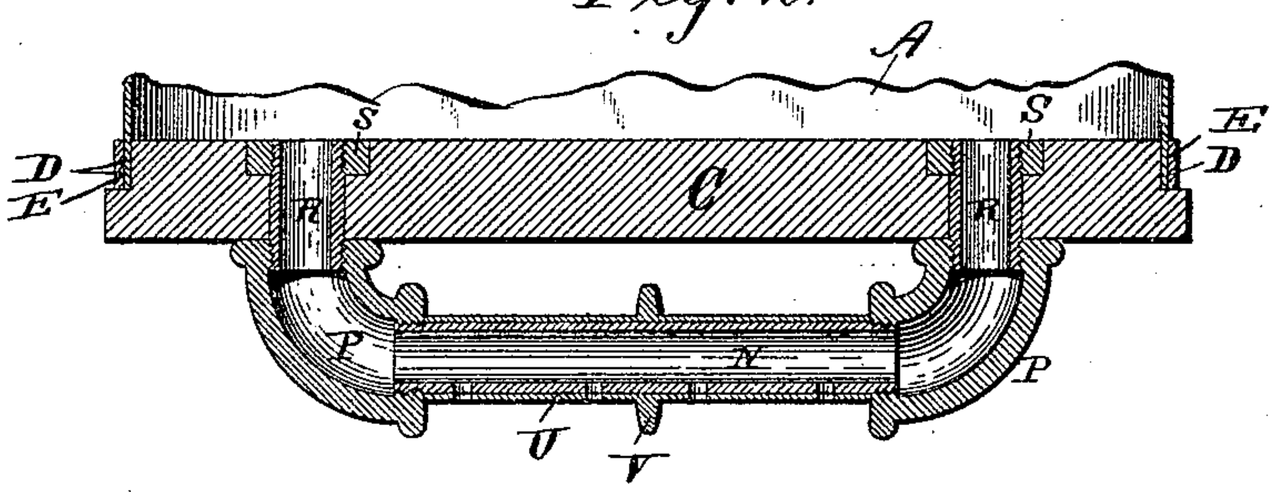
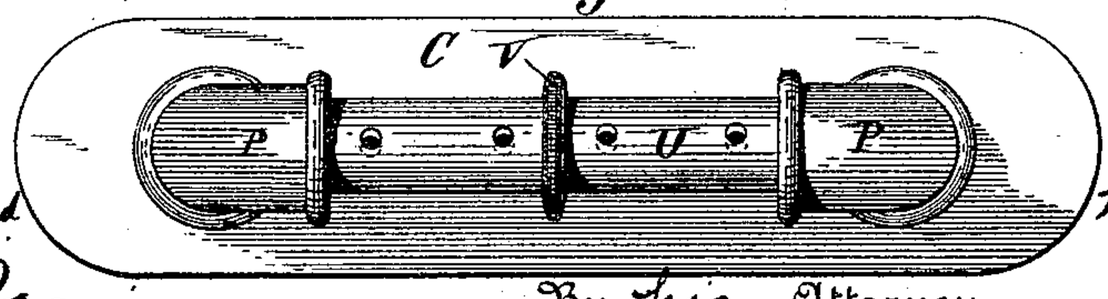


Fig. 3.



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UNITED STATES PATENT OFFICE.

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OIL-DISTRIBUTER.

SPECIFICATION forming part of Letters Patent No. 436,282, dated September 9, 1890.

Application filed December 18, 1889. Serial No. 334,153. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. BANZETT, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Oil-Distributers, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain improvements in devices for distributing oil from a vessel upon the water surrounding the same, so as to break the waves and quiet the sea when turbulent; and it has for its objects to provide a device that shall be simple in construction, strong and durable, and readily and conveniently put into operation, so as to insure the distribution of the oil in regulated quantities upon the surface of the water, as more fully hereinafter described.

The invention consists, essentially, in a tubular bag of canvas or other flexible oil-proof material, provided with rigid heads at each end, the ends of the bag being bound in rabbets or recesses around the edges of the heads by means of strips of metal secured by means of rivets or other fastening devices, so that the projecting edges of the heads will protect the joints of the bag and heads from injury by abrasion by coming in contact with the ship's sides when hung over the same.

The invention also consists in providing the bottom or lower head of the bag with a discharge-tube connected at its ends with the interior of the bag, and provided on its outside with a sleeve-valve, which may be adjusted to regulate the discharge of the oil; and the invention further consists in providing the top or upper head of the bag with a filling-opening and screw-cap for closing the same, which cap has a vent-opening for the admission of air to permit the escape of the oil through the distributing-tube at the bottom, as more fully hereinafter explained.

The objects above enumerated are attained by the means illustrated in the accompanying drawings, forming part of this specification, in which similar letters indicate like parts in the respective figures.

Referring to the drawings, Figure 1 indicates a side elevation of the improved oil-distributing device complete. Fig. 2 represents a transverse sectional view of the lower part of the device, showing a longitudinal section of the distributing-tube and sleeve-valve. Fig. 3 represents a view of the bottom of the bag, showing the distributing-tube and sleeve-valve; and Fig. 4 represents a sectional view of a portion of the top or upper head of the valve, the filling-opening and the closing and vent cap thereof.

The letter A indicates the body of the device, which consists of a bag of canvas or other flexible oil-proof material, the said bag being preferably oblong in transverse section, as indicated.

The letters B and C indicate, respectively, the upper and lower heads of the bag or device, which are of hard wood and rabbeted or recessed around the edges to which the flexible portion or body of the bag is secured, as indicated by the letter D.

Around the upper and lower edges of the bag are extended strips of metal E, preferably of lead or other soft or pliable metal, which will bind closely to the material or fabric of the bag and secure the same to the heads, forming an oil-tight joint. The strips of metal are secured to the heads by means of nails or rivets F or other fastening devices, and the edges of the heads at the rabbeted portions project sufficiently beyond the metallic strips to protect the same and the edges of the bag from injury by abrasion when the device is hung in position over the side of the ship.

The upper head of the device is provided with a central opening, in which is fitted an internally-screw-threaded bushing G, having an external flange setting closely against the outer surface of the head.

H indicates an externally-screw-threaded stopper adapted to fit within the bushing and provided with an external flange, which fits closely against the flange of the bushing when in place, so as to make a tight joint therewith.

The stopper or cap is provided with a cen-

tral rectangular boss I, to which may be fitted a key for conveniently turning the said stopper, and the boss is bored transversely, as indicated by the letter K, and through the center of the stopper and a portion of the boss is formed a vent-passage L, connecting the interior of the bag with the transverse passage through the boss to permit the entrance of air to the upper part of the bag and insure the discharge of the oil through the distributing-tube below.

The upper head of the device is provided with staples and rings M, by means of which it can be suspended from ropes over the sides of the ship.

The letter N indicates the distributing-tube of the device, which is extended longitudinally below the lower head thereof, being provided with elbows P at each end, having short tubes R extending through openings in the said lower head. The said tubes are externally screw-threaded, and fit into internally-screw-threaded bushings or nuts S, seated in recesses in the inner face of the head, so as to form oil-tight joints therewith. The lower side of the tube N is provided with a series of oil-distributing openings, and surrounding the tube and closely fitting thereon is a sleeve U, which is provided with a series of similar openings, which by turning the sleeve may be brought coincident with the openings therein, or partly so, in order to permit the escape of the oil in regulated quantities from the device. The sleeve on the outside is provided with a fixed collar V, which is milled at its edge, in order to permit the sleeve to be readily turned, especially when rendered slippery by the collection of oil on its surface.

The operation of my improved device is as follows: The device being attached to suitable ropes, which are fastened in the rings and being properly filled with oil, is ready to be hung over the side of the ship at any convenient point. Previously to being dropped over the ship's side the sleeve is adjusted so as to bring its openings to a greater or less extent in line with the openings in the distributing-tube, so as to regulate the flow of the oil therefrom. When hung in position, the oil escapes through the openings and becomes diffused over the surface of the water, with the usual quieting effect upon the portion thereof immediately surrounding the vessel. By means of the sleeve-valve it will be perceived that provision is made for the proper and regulated escape of oil at different temperatures, according to the fluidity thereof, which varies in cold or hot weather or in cold or warm climates.

It is evident that the distributing-pipe may be provided with more or less apertures than is shown in the drawings without departing from the invention in the least.

An important advantage resulting from the employment of a distributing-tube and providing the same at intervals with outlet-apertures is that the oil will be discharged in a number of distinct and independent streams directly upon the surface of the water, thereby insuring its effectual distribution.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, with an oil bag or receptacle, of a tube communicating with the interior thereof and provided with apertures, and an adjustable sleeve surrounding the said tube and provided with perforations adapted to register with the apertures in the same, whereby the oil may be discharged in regulated quantities, substantially as described.

2. The combination, with an oil bag or receptacle, of a tube communicating with the interior thereof and provided with apertures, and an adjustable perforated sleeve surrounding the said tube and provided with a milled collar for adjusting it, substantially as and for the purpose specified.

3. The combination, in a device for distributing oil from vessels, of a distributing-tube located longitudinally under the lower head and connected at its ends with the interior of the device, and the sleeve surrounding the said distributing-tube, the tube and sleeve being provided with openings which may be brought coincident with each other, or partly so, to permit the escape of oil in regulated quantities, substantially as specified.

4. The combination, with the upper head of the bag, of the bushing located in an opening therein, and the stopper having a rectangular boss and provided with vent-passages extending into and through the said boss, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

W. E. BANZETT.

Witnesses:
C. D. DAVIS,
C. W. CONLOYE.