

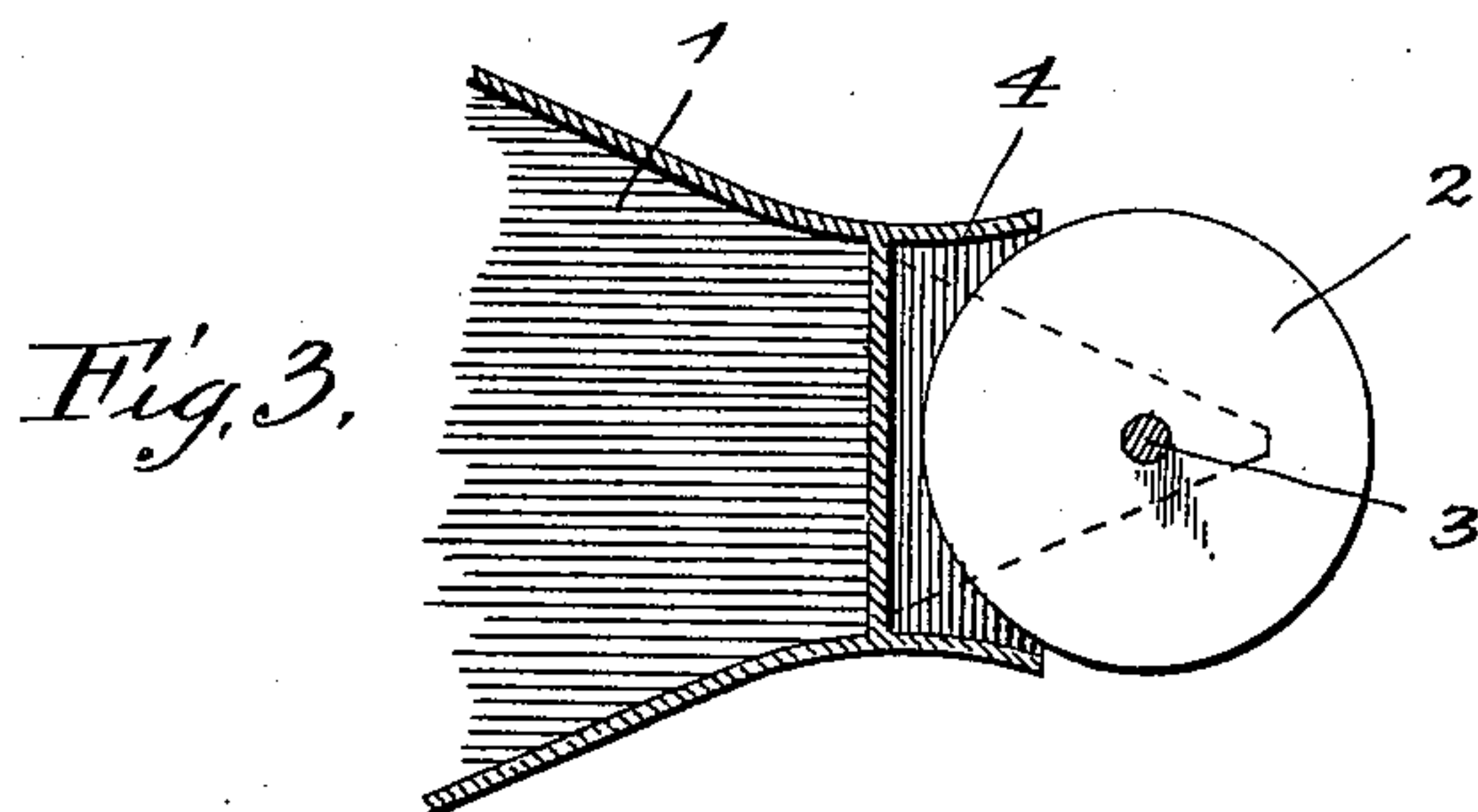
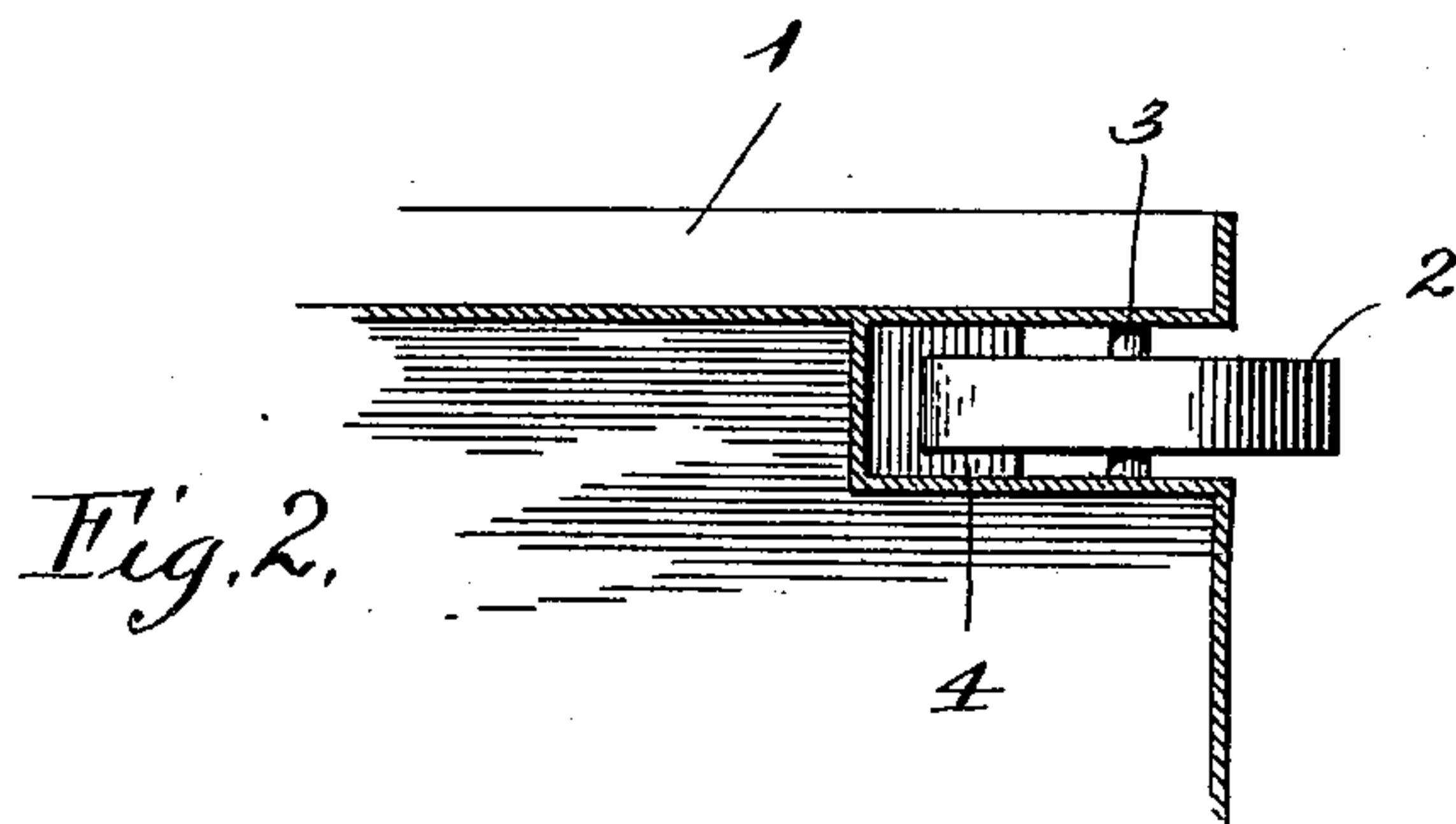
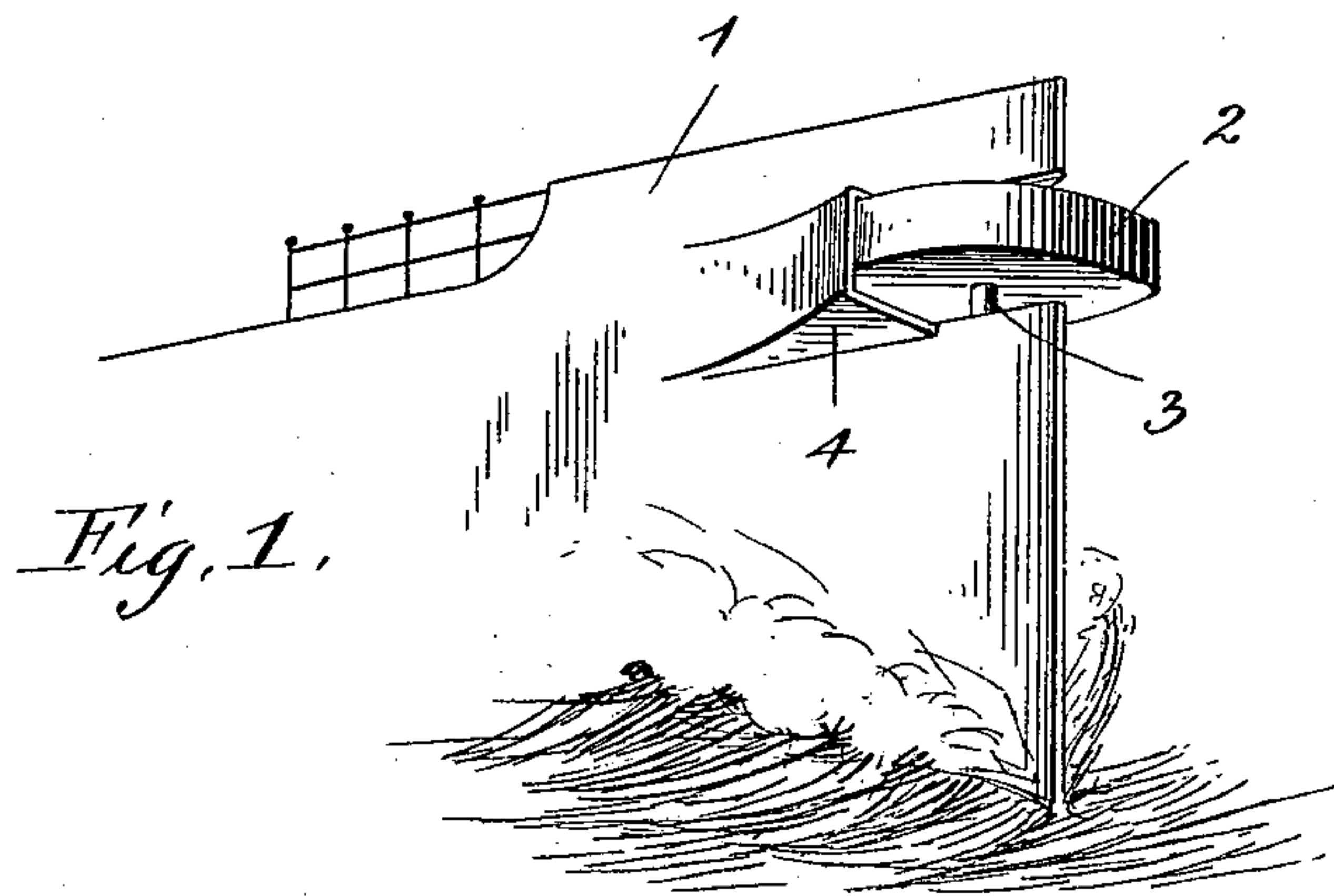
No. 607,298.

Patented July 12, 1898.

C. G. THELEEN.
BOW GUARD FOR VESSELS.

(Application filed Mar. 18, 1897.)

(No Model.)



WITNESSES
"J. Frank Culverwell."
Am. Captain

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UNITED STATES PATENT OFFICE.

CHARLES GUSTAVUS THELEEN, OF KENOSHA, WISCONSIN.

BOW-GUARD FOR VESSELS.

SPECIFICATION forming part of Letters Patent No. 607,298, dated July 12, 1898.

Application filed March 18, 1897. Serial No. 628,085. (No model.)

To all whom it may concern:

Be it known that I, CHARLES GUSTAVUS THELEEN, a citizen of the United States, residing at Kenosha, in the county of Kenosha and State of Wisconsin, have invented certain new and useful Improvements in Bow-Guards for Vessels; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to bow-guards for vessels.

My object is to provide an extremely simple and cheap guard for the bows of vessels which will act as a buffer should the vessel collide with another, thereby obviating loss of life and property, which very frequently results from the collision of vessels.

Having the foregoing object in view, the invention consists of a buffer or guard of improved construction, as will appear more fully hereinafter.

In the accompanying drawings, Figure 1 is a perspective view of a vessel equipped with the guard; Fig. 2, a longitudinal detail section, and Fig. 3 a top section.

The numeral 1 designates a ship or vessel. The bow of the ship is recessed or provided with a transverse slot at a point considerably above the water-line, and in this slot or cut-away portion there is located a guard 2, which is in the shape of a roller or wheel and is made of rubber or some elastic material, said wheel being pivoted on a shaft 3. Of course the construction of the wheel or guard will vary according to the circumstances, and it is to be understood that I do not limit myself to a guard made of rubber. It will be seen that the greater portion of the roller projects in front

of the bow of the boat and at the sides thereof, so that it will come in contact with the vessel collided with whether the latter is at the front or on either side. The sides of the bow are formed with housings 4, which protect the rear portions of the roller that project from the sides of the bow.

The device is extremely simple and cheap, and it is well adapted to prevent damage to ships, because of its elasticity and the fact that it can turn, so that the impact will be a rolling or sliding one.

I am aware that it is not new, broadly speaking, to employ a buffer-roller in connection with the bow of a vessel; but I do not believe that there has ever before been known or used a single buffer-roller having portions of its periphery projecting on both sides of the bow and at the front thereof and housings to partly inclose the portions of the roller at the sides of the vessel.

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

The bow of a vessel provided with a transverse slot or recess open in front, in combination with an elastic buffer-roller mounted in said slot to project in advance and on both sides of the bow, and laterally-projecting housings covering the projecting rear portions of said roller, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHARLES GUSTAVUS THELEEN.

Witnesses:

PETER FISHER,
JAMES CAVANAGH.