

No. 707,636.

Patented Aug. 26, 1902.

W. S. PROSKEY.
OIL SPRAYING APPARATUS.

(Application filed Jan. 21, 1901. Renewed Jan. 30, 1902.)

(No Model.)

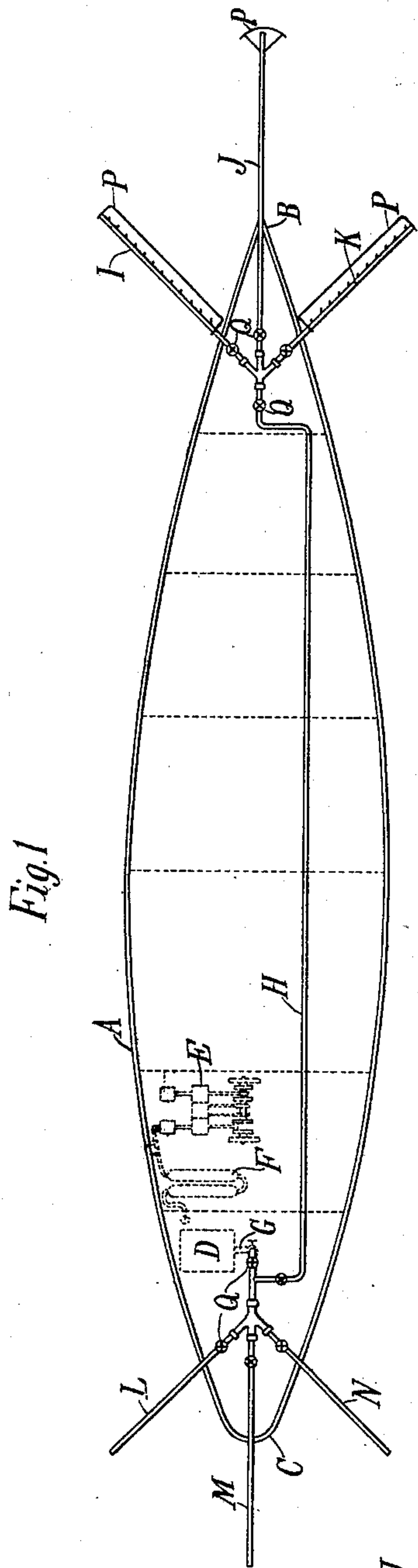


Fig. 1

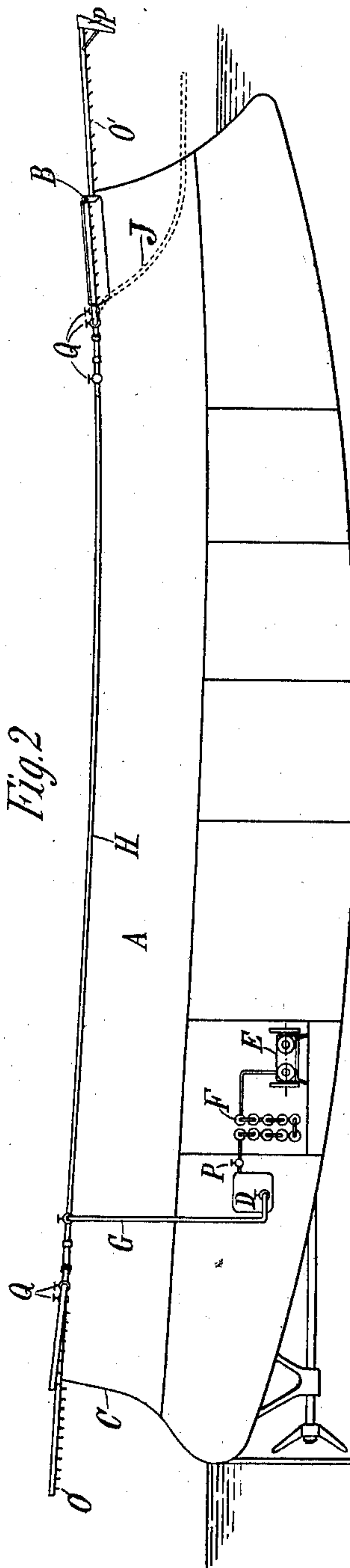


Fig. 2

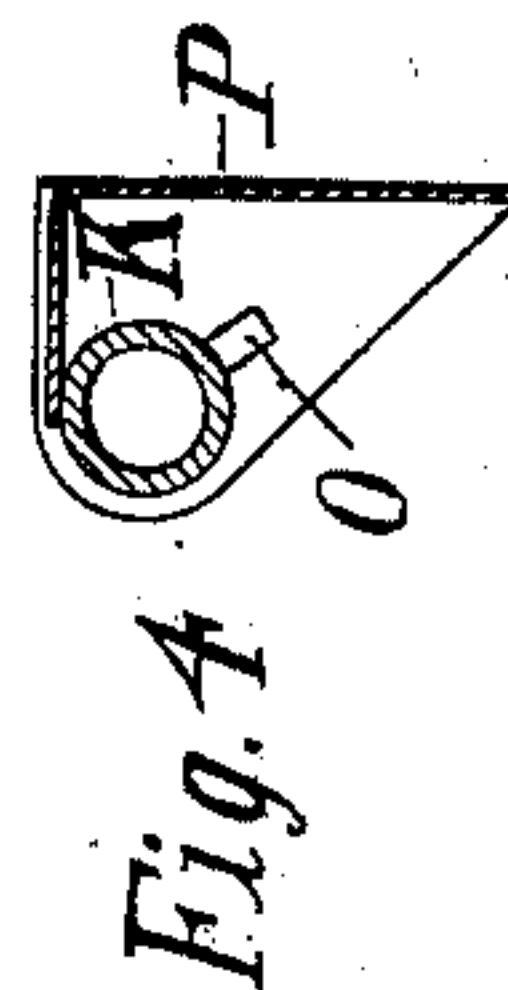


Fig. 4

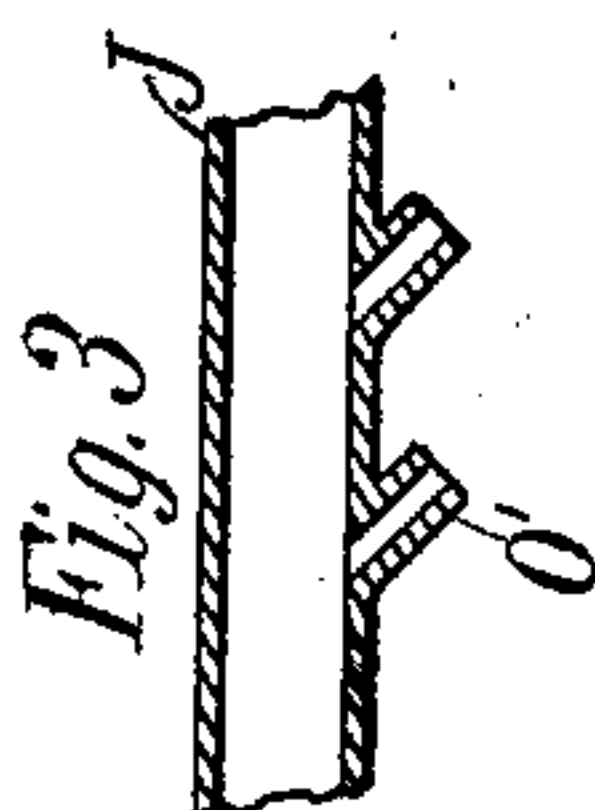


Fig. 3

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UNITED STATES PATENT OFFICE.

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OIL-SPRAYING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 707,636, dated August 26, 1902.

Application filed January 21, 1901. Renewed January 30, 1902. Serial No. 91,908. (No model.)

To all whom it may concern:

Be it known that I, WINFIELD SCOTT PROSKEY, of Ocala, county of Marion, State of Florida, have invented certain new and useful Improvements in Oil-Spraying Apparatus for Ships, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which form a part hereof.

It is well known that all classes of vessels have need in rough weather of means for spreading oil over the water as the ship is driven through it in order to prevent the waves from breaking, thereby materially reducing the roughness of the sea. Heretofore this has been done in an imperfect way by throwing out bags filled with oil-soaked rags, &c., or by pouring oil from the ports, &c., of the ship. It is also well known that the presence of moving war vessels, particularly torpedo-boats, is frequently detected at night, when otherwise they would be unobserved, by the discovery (by means of the search-light) of the characteristic crest of white foam made by the prow cutting through the water or by the white wake left astern. These are, in fact, practically the only means of "picking up" torpedo-boats by the use of the search-light when the night is dark.

My invention is designed more particularly to do away with the characteristic crest and wake ahead and astern of war vessels, although in carrying it out I have devised means which will be of the greatest service on all classes of vessels both by night and by day in rough weather.

It consists generally in a system of piping properly connected with a source of supply and with suitable power and extending to jets and other spraying devices so arranged as to deliver continuously or intermittently a supply of oil at such points that the immediate vicinity of the vessel will be free from foam and broken crests. In other words, the effect will be not to prevent the formation of waves, but to prevent their breaking.

In the accompanying drawings, Figure 1 represents in plan a vessel provided with my invention. Fig. 2 is a side elevation thereof. Figs. 3 and 4 are details.

A represents the hull of a vessel, which in the form illustrated is of the cruiser type, B

being the bow or stem and C the stern thereof. In any suitable location I place a tank D, containing oil, which (in case it is not placed at an elevation) is connected with a compressed-air reservoir or other suitable source of power. As shown in the drawings, I prefer to use an air-pump E with intervening cylinders or tanks F to act as a reservoir for storing the compressed air connected by suitable pipes with the oil-tank D. From the oil-tank D, which is preferably placed below deck, I run a vertical pipe or pipes G, to which is connected in turn a pipe or system of pipes H, running fore and aft of the vessel. At or near the bow I connect to pipe H a system of branches, as I J K, which are arranged so that they project out over the bow and at either side thereof. Similarly at the stern I provide a branching system, as L M N, extending over the stern. Each of these branches or sprayers I-N is provided with a series of nipples or vents O O', those on the forward sprayers I J K being preferably inclined forward, as shown more particularly at O' in Fig. 3, so that they tend to throw the oil ahead of the vessel. Shields P may be placed in front of the forward nozzles I J K, so as to prevent, in some degree at least, a strong head wind from interfering with the proper delivery of the oil. Suitable regulating-cocks Q may be placed at those places where regulation of oil flow or pressure is required, as will be understood readily. When the system is not in use, the delivery branches or nozzles I-N may be removed, they being made detachable, or by telescoping or hinging means they may be folded back out of the way.

Although I have illustrated the oil-delivery system as located on deck, it will be understood that its location is no part of my invention, for the various pipes or branches may be below the deck. Thus by the dotted lines on Fig. 2 is shown one of the branches delivering at or near the water's edge. Various other changes and modifications in the form and arrangement of parts may be made without departing from my invention, for I do not intend to limit myself to the specific instrumentalities described or shown.

It will be understood that a suitable air-pressure may be maintained at all times in

the storage-cylinders F, so that by opening the cock P, leading to the oil-tank D, oil will be forced through the pipes G H and sprayed from nozzles I J K at the bow of the vessel, 5 so as to prevent the breaking or foaming of the wave-crest there, and also from the nozzles L M N at the stern, to have a similar quieting effect upon the wake behind. In this way the characteristic white gleam made by a rapidly- 10 moving vessel, which is so easily visible at night under the search-light, will be avoided. By the same means rough and stormy seas will be made more smooth, as will be understood readily. In certain cases the system of 15 branches or nozzles L M N at the stern of the vessel may be dispensed with.

What I claim as my invention is—

1. In an oil-delivery system for vessels the combination of a source of supply of oil, means 20 for regulating the pressure thereof, pipes leading from said source of supply, a series of branches connected with said pipes for delivering laterally and rearwardly over the stern of the vessel, and a second series of 25 branches connected with said pipes for delivering forwardly and laterally over the bow of the vessel, each branch of said second series being provided with a shield arranged in front thereof.

30 2. In an oil-delivery system for vessels in combination with a suitable source of supply

of oil and means for regulating the same, of pipes leading to the bow and stern of the vessel, the pipes leading to the stern being provided with series of vents or nipples adapted 35 to deliver the oil downwardly, and the pipes leading to the bow being provided with series of vents or nipples adapted to deliver the oil downwardly and forwardly and with shields arranged in front of said vents or nip- 40 ples, substantially as and for the purposes set forth.

3. In an oil-delivery system for vessels, the combination of a nozzle in operative connection with a receptacle for oil and provided 45 with a series of vents or nipples adapted to deliver downwardly and forwardly, and a shield arranged in front of said nozzle, substantially as and for the purposes described.

4. In an oil-delivery system for vessels, the 50 combination of a receptacle for oil, a pipe leading therefrom toward the bow of the vessel, branches projecting from said pipe beyond the bow of the vessel, vents or nipples projecting obliquely forward from said 55 branches, and shields situated in front of said branches, substantially as and for the purposes described.

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