

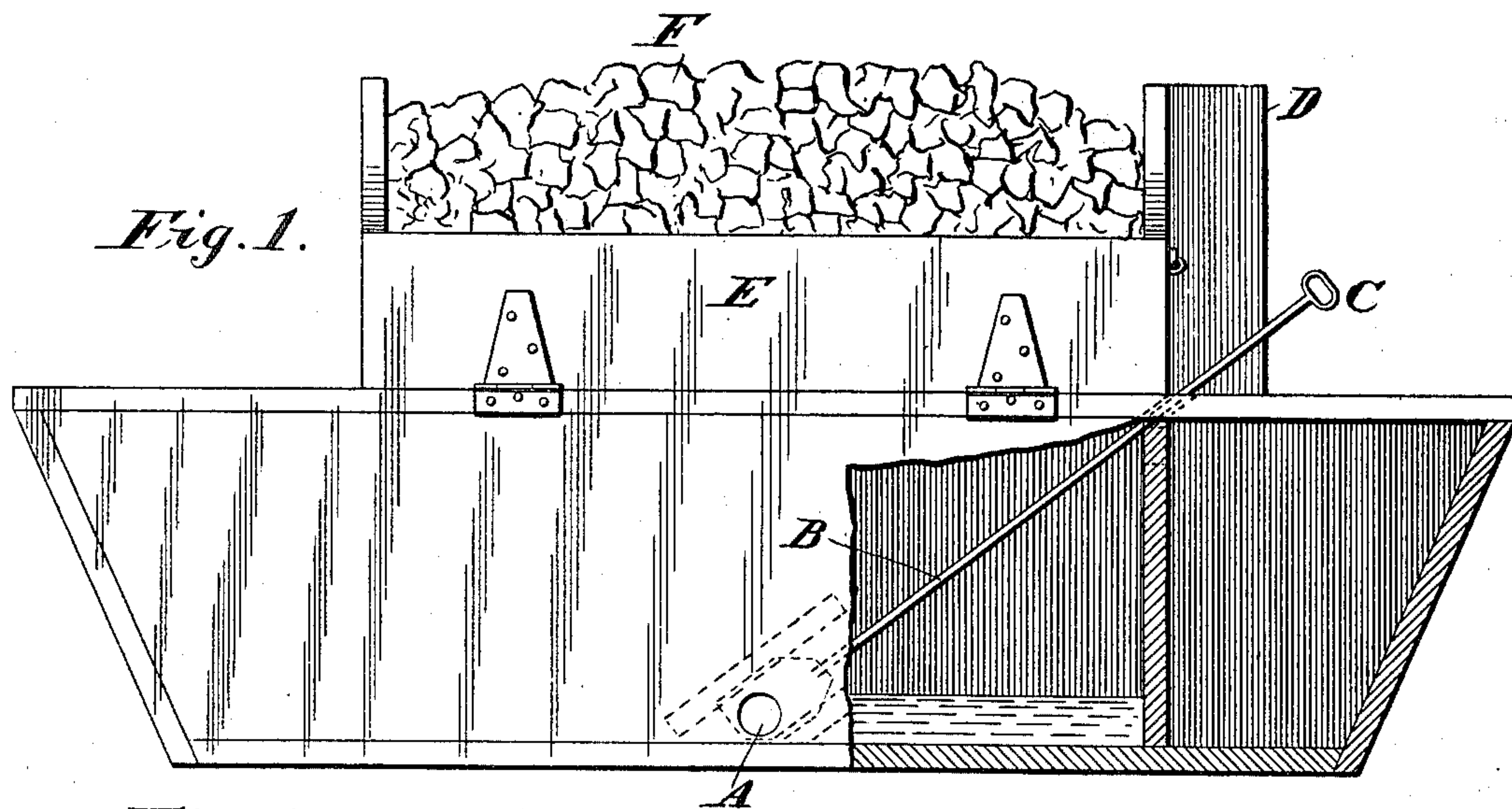
No. 736,640.

PATENTED AUG. 18, 1903.

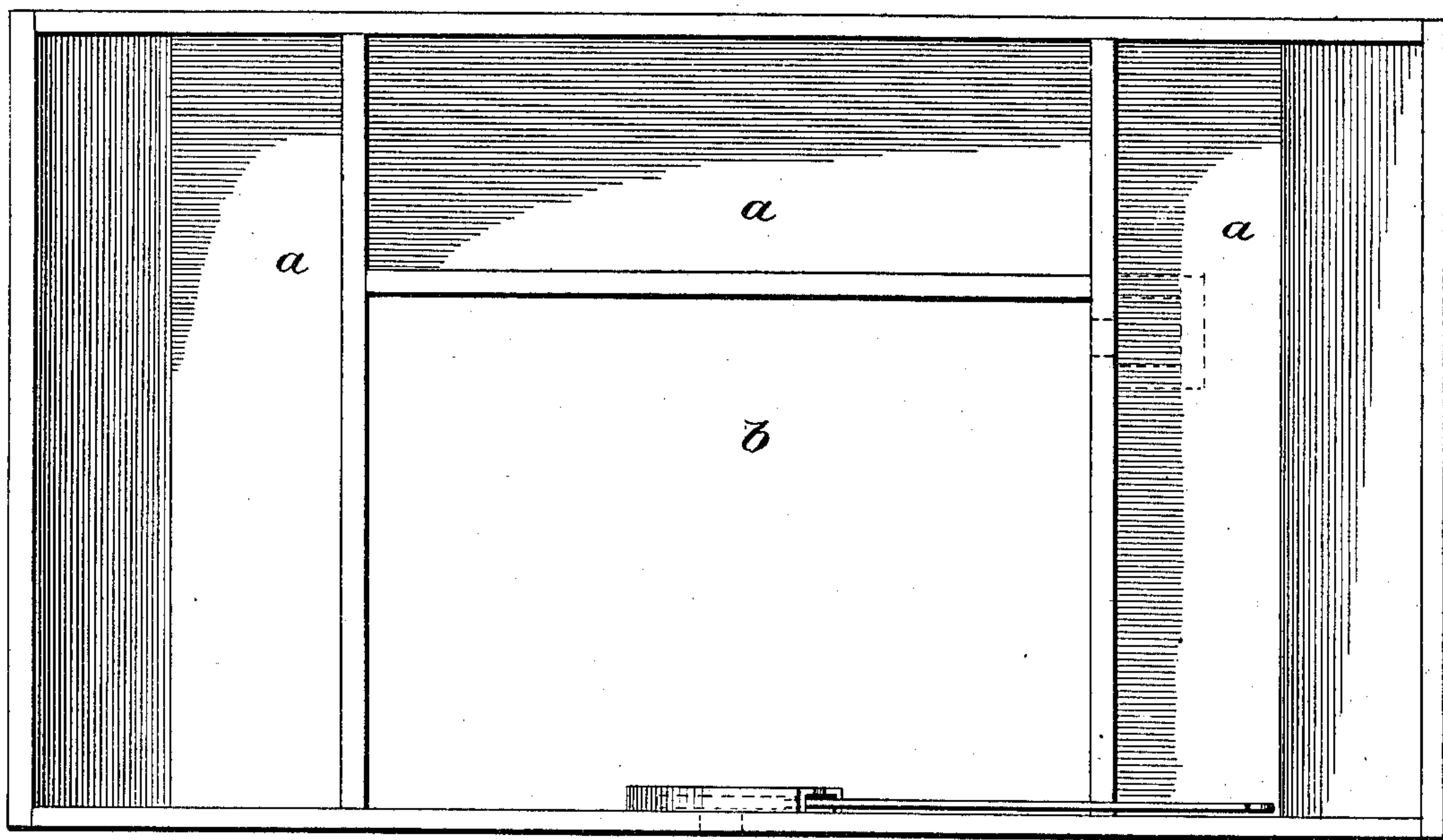
B. SEAMAN.  
DUMPING SCOW.

APPLICATION FILED SEPT. 12, 1902.

NO MODEL.



*Fig. 2.*



Witnesses:

Alex. Scott  
W. W. Edlin.

Inventor:

Billopp Seaman  
by his Attorney  
Alexander C. Bouslog



# UNITED STATES PATENT OFFICE.

BILLOPP SEAMAN, OF OAKWOOD, NEW YORK.

## DUMPING-SCOW.

SPECIFICATION forming part of Letters Patent No. 736,640, dated August 18, 1903.

Application filed September 12, 1902. Serial No. 123,189. (No model.)

*To all whom it may concern:*

Be it known that I, BILLOPP SEAMAN, a citizen of the United States, and a resident of Oakwood, in the county of Richmond and State of New York, have invented certain new and useful Improvements in Dumping-Scows, of which the following is a specification.

This invention relates to the manner of utilizing the weight of a scow or boat and its deck-load in dumping the deck-load of the boat and also to the manner of utilizing the lifting power of air to right the boat after its deck-load has been dumped.

I am aware that devices have been made providing for introducing water into compartments of a boat to capsize the boat completely, complicated pipes and other arrangements being provided to enable the bottom of the boat to be used as a deck; but my improvements provide for the use of the ordinary scow without much alteration or expense, enabling the scow to be tilted sufficiently to discharge the load, after which the scow resumes its normal degree of submersion automatically, with its deck uppermost.

In the drawings, Figure 1 shows in side elevation, partly in section, a dumping-scow in the construction of which my improvements have been embodied; and Fig. 2 is a plan view thereof with the deck removed.

In the embodiment of my invention selected for illustration and description as a convenient form to enable a ready and complete understanding of my improvements a scow or vessel of any suitable design is divided into compartments, of which a plurality, (preferably three,) as those designated by the reference-letter *a*, are water-tight. Another compartment, as that designated by the reference-letter *b*, is provided with a sea cock, valve, or other suitable device *A* with operating means *B C*, by which the compartment *b* can be placed in communication with the water to permit entrance of the same to the latter compartment.

The form of scow illustrated is a common one, having a load-receiving deck, which may be provided with a door closed to hold the deck-load in position normally, the door being hinged to the deck or otherwise arranged

to permit it to be lowered and having suitable means to hold it in its closed position.

The valve *A* being opened and the door *E* released by means of the weight of the boat and its deck-load, the water is rapidly forced into the compartment *b*, Fig. 2, thus lowering that side of the boat, and as the compartment fills with water the air therein is driven therefrom by the pressure of the water and escapes through the vent and pipe *D*. As the door *E*, holding the deck-load in position, has been released when the sea cock or valve was opened and allowed to hang down over the side, the deck-load *F* is precipitated over the side by the sinking of that side of the boat as the compartment *b* fills up with water. The boat being thus lightened of the deck-load rights itself in the following manner, viz: Air is admitted into compartment *b* through the air pipe and vent *D* as the water in the compartment is ejected therefrom through the sea cock or valve *A* by its own weight, such ejection being caused by the boat being lifted by the air contained in the air-compartment, thus gradually righting the boat.

Having thus described my invention, it will be understood that I do not limit myself to the specific form of the boat or compartment nor in general otherwise than as set forth in the claim read in connection with this specification.

What I claim as my invention, and desire to secure by Letters Patent, is—

A dumping-scow or like vessel, comprising a hull having a load-receiving deck, and a plurality of compartments, means to admit water to one of said compartments to tilt said hull sufficiently to discharge said load without capsizing said hull, and means to permit said hull to regain its normal position and to assume its normal degree of submersion automatically after said discharge, substantially as described.

Signed at New York city, in the county of New York and State of New York, this 8th day of September, A. D. 1902.

BILLOPP SEAMAN.

Witnesses:

M. D. AYLLY,  
H. S. FAIRCHILD.