

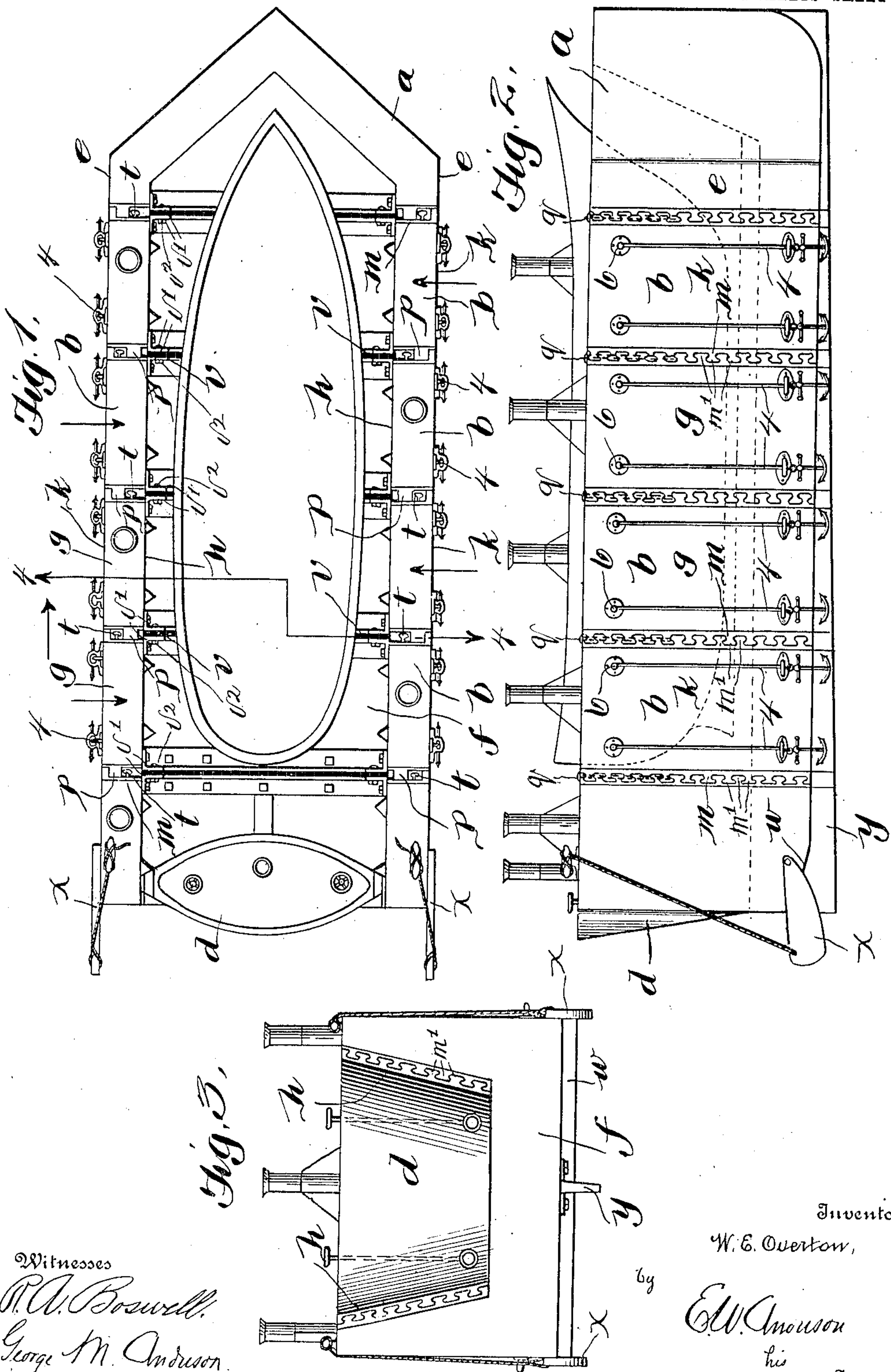
No. 843,355

PATENTED FEB. 5, 1907.

W. E. OVERTON.
DOCK.

APPLICATION FILED OCT. 4, 1905.

4 SHEETS—SHEET 1.



Witnesses
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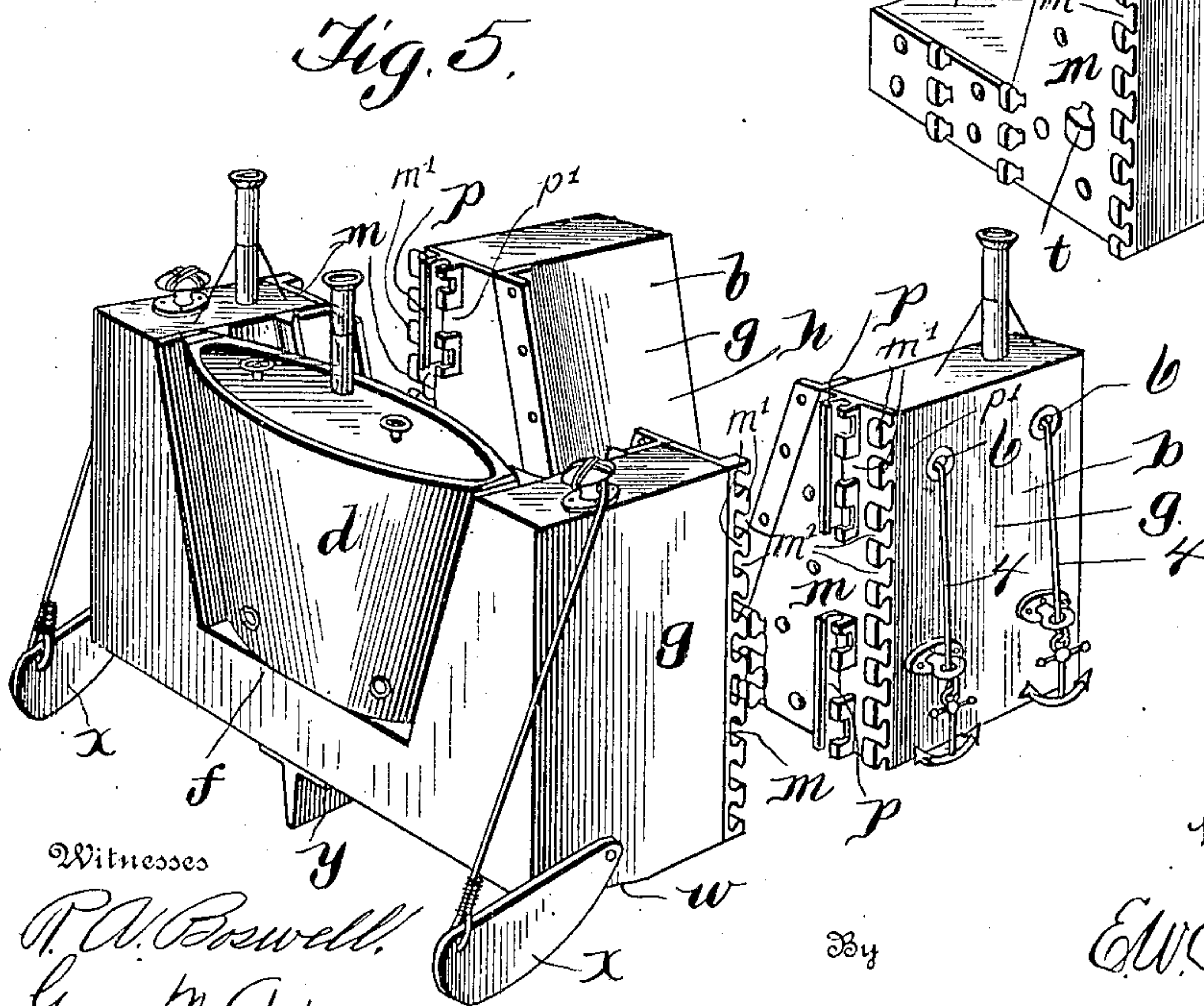
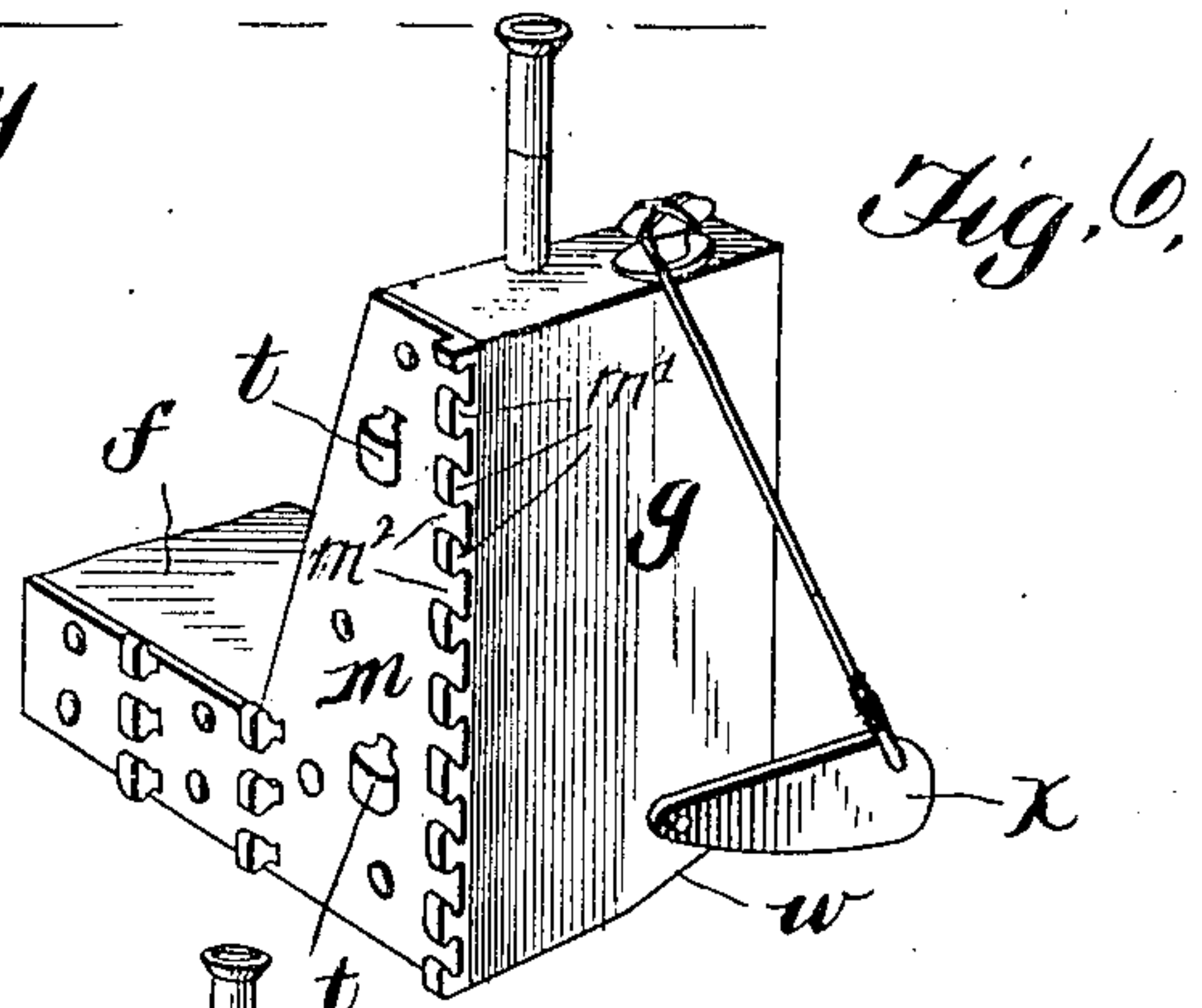
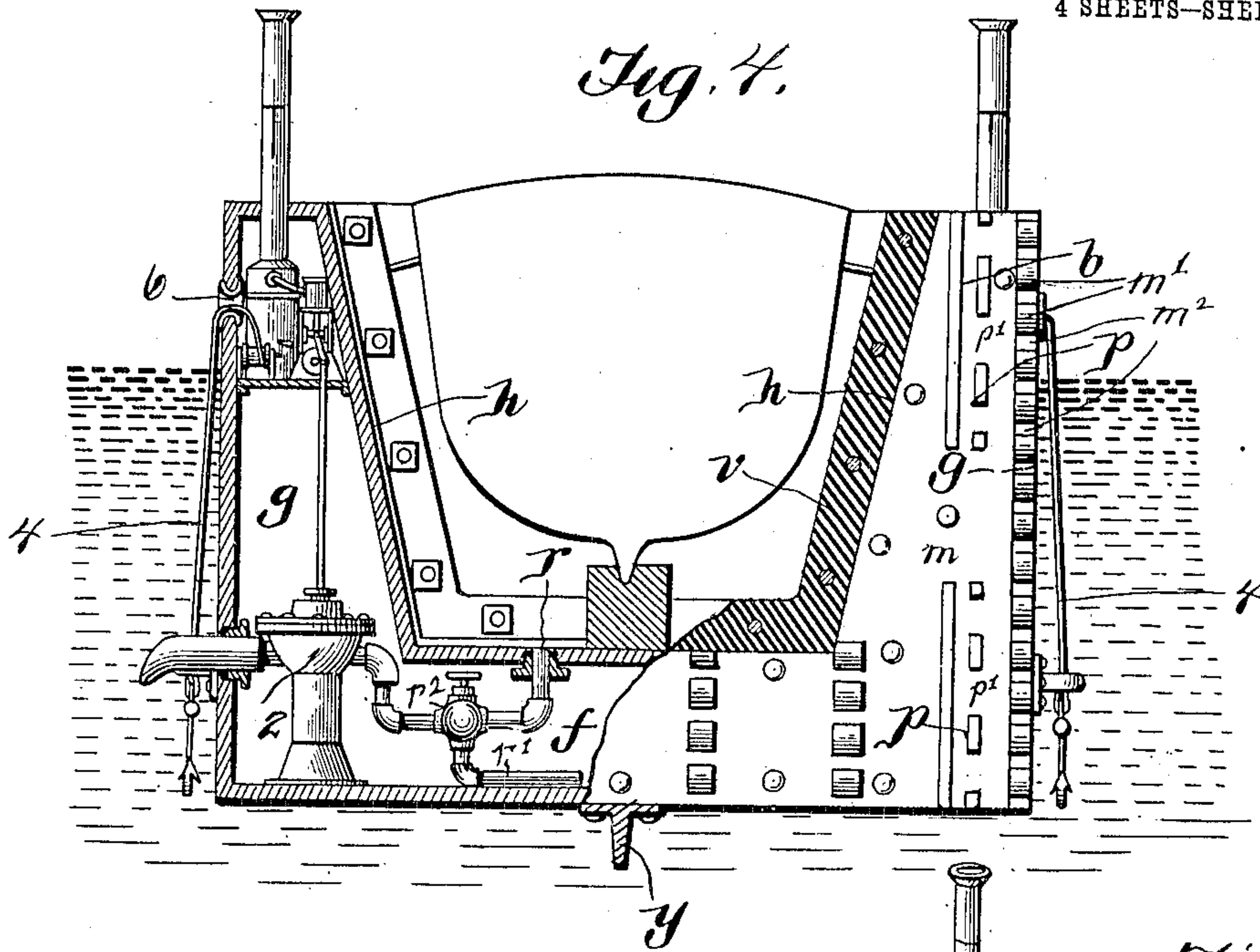
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4 SHEETS—SHEET 2.



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4 SHEETS—SHEET 3.

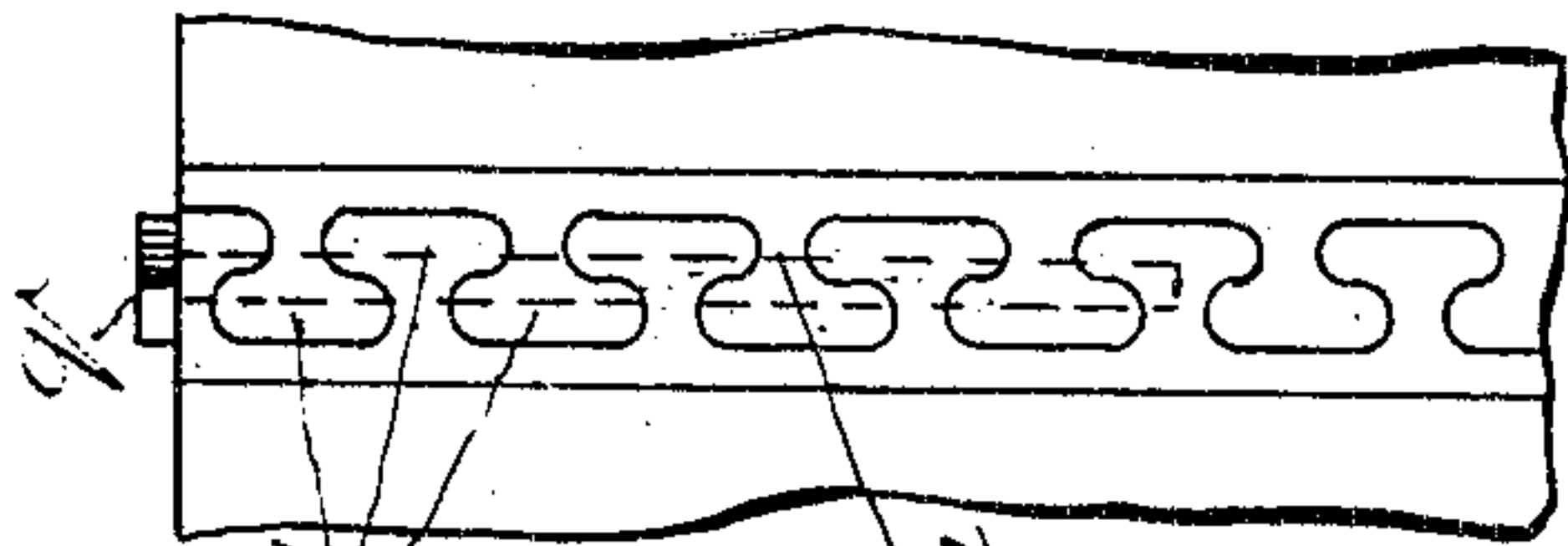


Fig. 8.

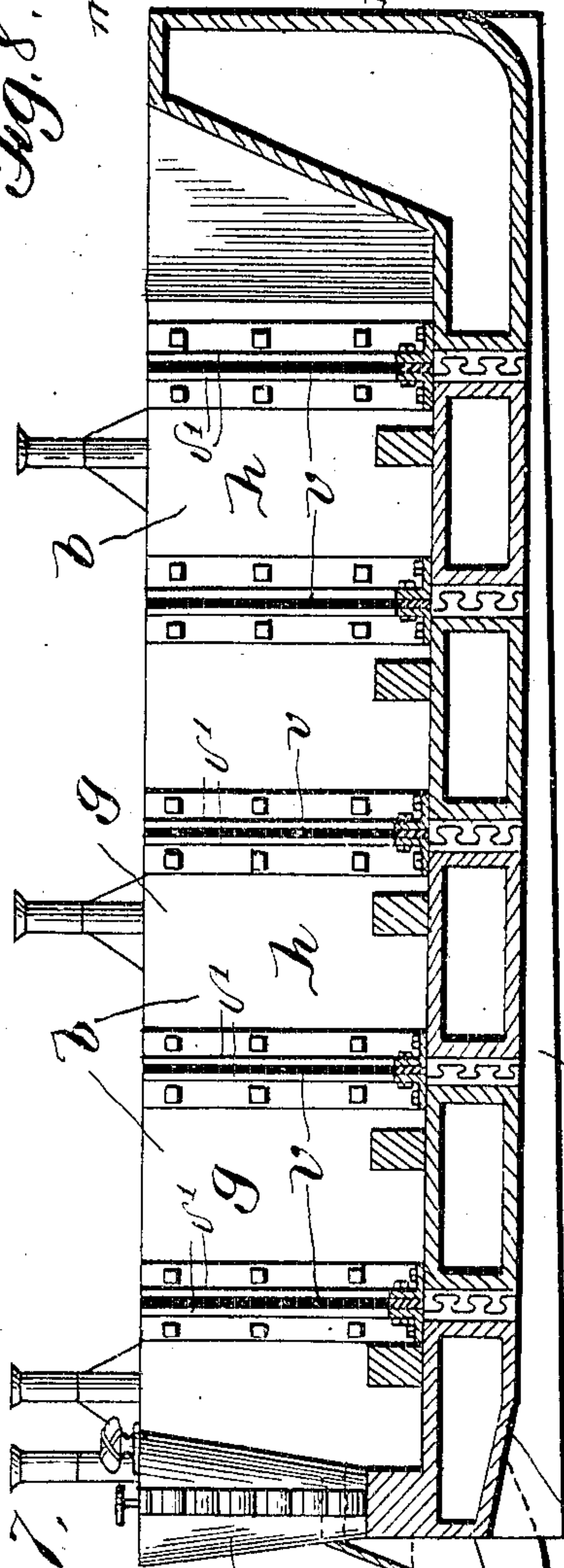


Fig. 7.

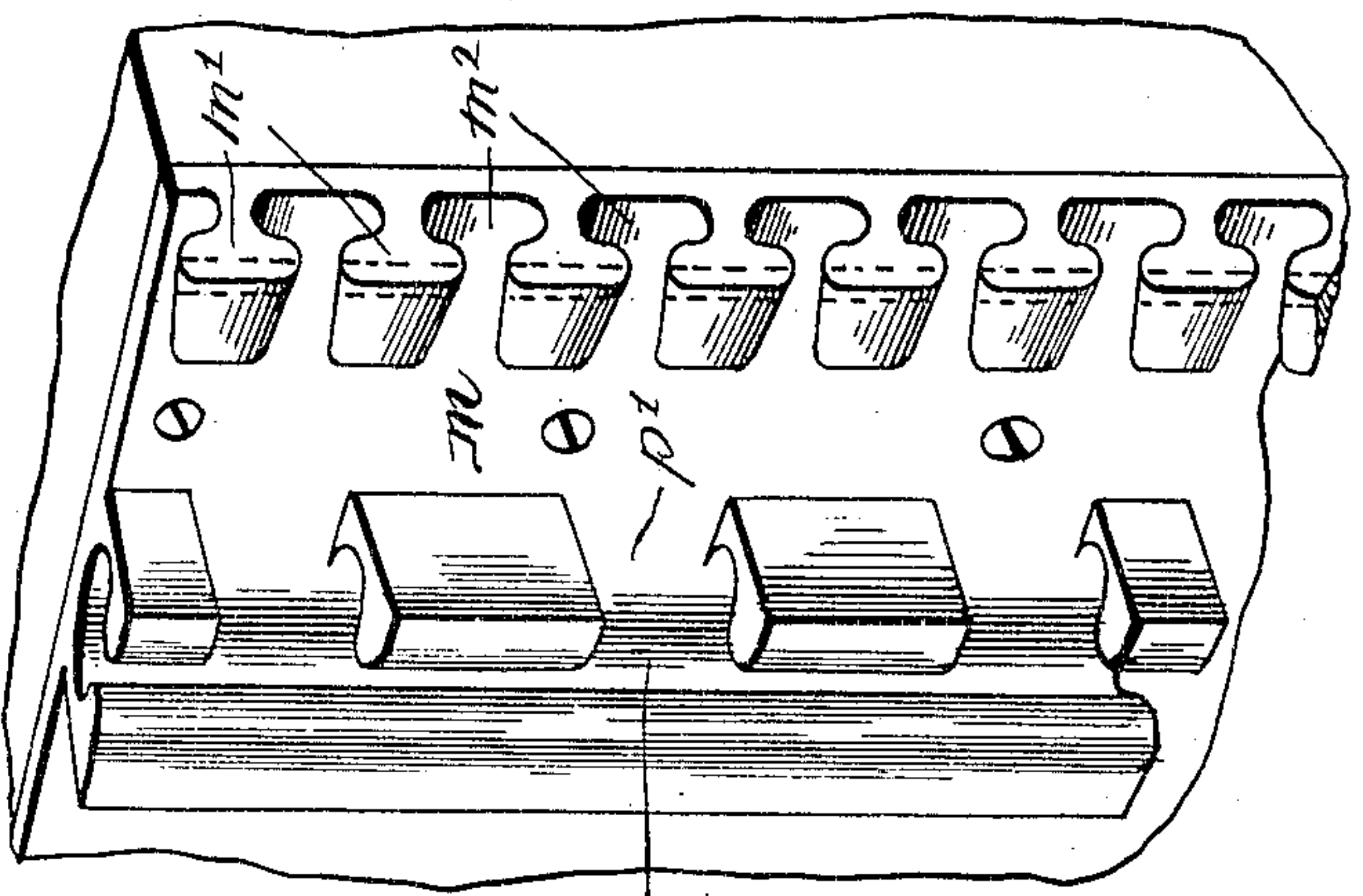


Fig. 9.

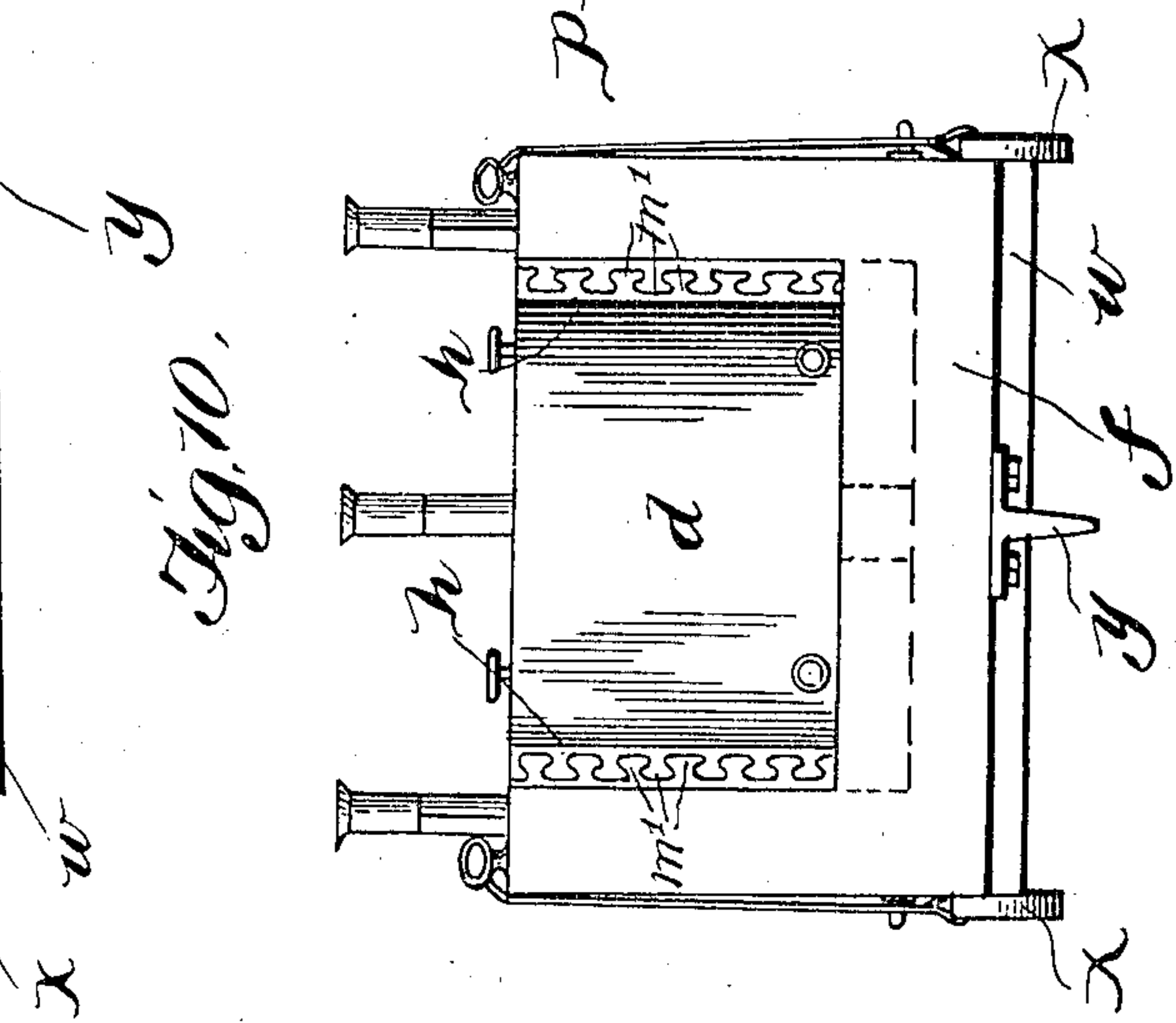


Fig. 10.

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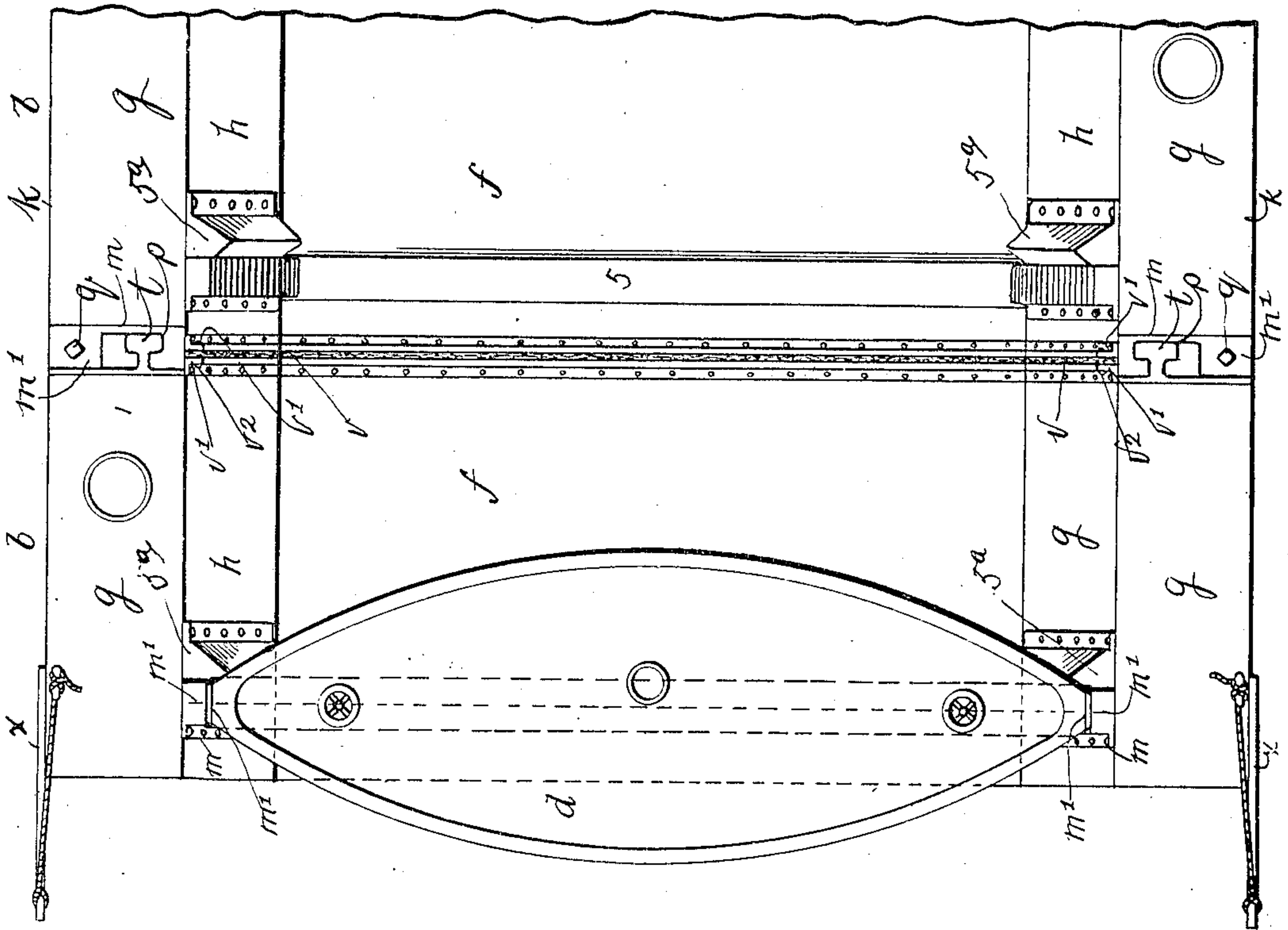
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4 SHEETS—SHEET 4.

Fig. 11



Witnesses

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UNITED STATES PATENT OFFICE.

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DOCK.

No. 843,355.

Specification of Letters Patent.

Patented Feb. 5, 1907.

Application filed October 4, 1905. Serial No. 281,331.

To all whom it may concern:

Be it known that I, WILLIS E. OVERTON, a citizen of the United States, and a resident of Solomons, in the county of Calvert and State of Maryland, have made a certain new and useful invention in Docks; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters and figures of reference marked thereon, which form a part of this specification.

Figure 1 is a top plan view of the invention. Fig. 2 is a side elevation of the same. Fig. 3 is a rear elevation of the same. Fig. 4 is a section on the line 4 4, Fig. 1. Fig. 5 is a perspective view of the two rear sections detached. Fig. 6 is a detail perspective view, partly broken away, of the rear section. Fig. 7 is a central longitudinal section of the invention, showing a modified form thereof. Fig. 8 is a detail view of the joint between the sections. Fig. 9 is a perspective view of one part of this joint. Fig. 10 is a rear elevation of the form of the invention shown in Fig. 7. Fig. 11 is a plan view of the rear end of the dock on a larger scale.

The invention has relation to floating docks; and it consists in the novel construction and combinations of parts, as hereinafter set forth.

In the accompanying drawings, illustrating the invention, the letter *a* designates the bow-section of the dock. To this bow-section are attached other sections in series, as indicated at *b b*, as may be necessary to extend the dock to the length required. The rear closing or gate section *d* is made in boat form, and it is designed to be of proper length to be floated between the side walls of the rear section of the dock, wherein it is secured against abutments of said rear sections. The bow-section *a* is designed to have the general projecting angular form of the bow of a vessel, its side walls *e* extending rearward in line with the side walls of the next intermediate section *b*, which is to be connected to said bow-section. The bottom of the bow-section is designed to be arranged on the same level with the bottoms of the series of sections *b*. The sections are designed to be connected in water-tight manner by means of dovetail-joint attachment devices and suitable packings. The sections *b b* can, however,

be used without the bow-section or the rear gate-section, in which case it becomes a pontoon or open-end dock. When the bow-section and closing or gate section are used, it is a floating dock capable of being used as a submerged floating dock or basin-dock.

As usually constructed, each section *b* of the series is designed to be wider between the side walls than it is long, being, for a section length of one hundred feet, one hundred and five feet between the side walls. This construction is designed to provide a self-docking dock, as each section may be separated and docked in such a dock formed of the other sections.

Each section consists of a hollow bottom portion *f*, supporting hollow side walls *g*, of which the inner surface *h* is designed to be inclined and the outer wall *k* vertical. Each section is provided at its corner portions with strong attachment-plates *m*, having dovetail lugs and recesses which are designed to become interlocked by lateral movement. A sliding key *q* passes through perforations of the lugs *m'* of different sections to lock the parts in position. These attachment-plates extend vertically, and near them are provided vertical dovetail slots *p*, designed to engage dovetail lugs *t*, whereby it is intended to prevent disengagement between sections while being raised or lowered before the lugs and recesses *m' m''* are engaged. When proper alinement is reached for the engagement of these lugs and recesses, the lugs *t* pass out of the dovetail slots *p* at *p'* through lateral movement of the sections to effect such engagement. Packing-strips *v* are employed to make the joints water-tight. These strips are placed between abutting flanges *v'* of the dock-sections, and inasmuch as the dovetail-joint engagement of the sections secures them together the packing is readily and conveniently done, being only to prevent leakage of water. The dovetail-joint engagement relieves the rivets *v''* of the packing from all strain, and thus prevents enlargement of the rivet-holes or breakage of the rivets, with consequent leakage. Each section, being hollow, is capable of being submerged when water is allowed to float into it and of being raised when the water is pumped out of it. In connection with each section is a pump *z*, having an inlet-tube *r* opening into the basin of the dock and with an inlet-tube *r'* opening within the hollow interior of the section,

a valve r^2 being provided to control the use of said inlet-tubes. When the dock is made complete by securing the sections together and packing the joints, it may be floated to the place where it is to be used and then lowered, by submerging it, to receive a vessel to be docked. Then the gate-section having been floated into position in the rear section b and secured in place the water can be pumped out from the basin between the side walls, causing the dock to rise with the vessel. The dock may be raised still more by pumping the water out of the hollow sections when this is desirable.

Usually the bottom of the rear or stem section is made with a shelving rise, as at w , and the sections are provided with short keel portions y . Lee-boards x are also used to facilitate guiding the dock in transportation. Each section is provided with four anchors at its different corners, each anchor being attached to a chain 4, passing through a bearing in an abutment 6 to a windlass.

This dock can be used in a channel or canal dug in a bank, or it can be used in the middle of a river. In the latter case the hollow sections are filled with water sufficiently to allow them to rest on the bottom. The anchors need not be used. In deep water the anchors are necessary.

The dovetail attachment lugs and recesses are designed to be made slightly tapering transversely, so that they will connect easily with a wedging action and will separate easily when necessary to take the dock apart.

The rear section of the dock may be provided with a partition-wall across its rear portion, as indicated at 5, Fig. 7 of the drawings, said partition-wall extending upward to the height of the keel-blocks. On this partition the gate-boat is designed to rest against abutments, as hereinbefore indicated. This construction is designed to provide a low gate-partition wall which is permanent and is often sufficient for light docking without using the boat-gate. If, however, a boat-gate is required, such boat-gate may be made more shallow by the depth of the partition-wall and will be to that extent more easily operated in placing it in position. Each of the intermediate dock-sections may be provided with a partition-wall 5 and with abutments 5^a, whereby the gate-boat may be used with any intermediate section. When the bow-section only is used with the gate, a shallow dock of great convenience and safety is provided for light work. This floating basin-dock, being closed at both ends, can be submerged, so that its water-line is about

even with the water-line of the vessel to be docked. The vessel is therefore always in or nearly in its natural position and not liable to fall in case the dock should careen over or sink because of some accident, such as is liable to happen to a raised dock on account of its great exposure above the water-line.

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

1. A floating basin-dock consisting of hollow sections having automatically-engaging connection devices, and independent packing means.

2. A floating basin-dock consisting of hollow sections having laterally-slidable connection devices, abutting flanges having securing-bolts, and packing-strips between said flanges.

3. A floating basin-dock consisting of hollow sections having automatically-engaging laterally-operating connection devices, and independent packing means.

4. A floating basin-dock consisting of hollow sections having laterally-operating connection devices, locking means for the same, and packing means having securing-bolts, said connection devices relieving the bolts of the packing means of strain.

5. A floating basin-dock having a closed bow-section and interchangeable and detachable open body and stern sections, and a gate-closure for the stern-section having automatically-engaging laterally-sliding means of connection therewith.

6. A floating basin-dock consisting of hollow sections having dovetail-joint connection means, and dovetail-joint means for preventing the separation of the sections while being raised and lowered.

7. A floating basin-dock having a closed bow-section, and detachable interchangeable open body and stern sections, having automatically-engaging means of connection with each other, each of said sections being provided with a keel.

8. A floating basin-dock having a closed bow-section, detachable interchangeable open body and stern sections having automatically-engaging laterally-operating means of connection with each other, each of said sections being provided with a keel, and lee-boards for guiding purposes.

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

WILLIS E. OVERTON.

Witnesses:

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HALVOR H. HELLEN.