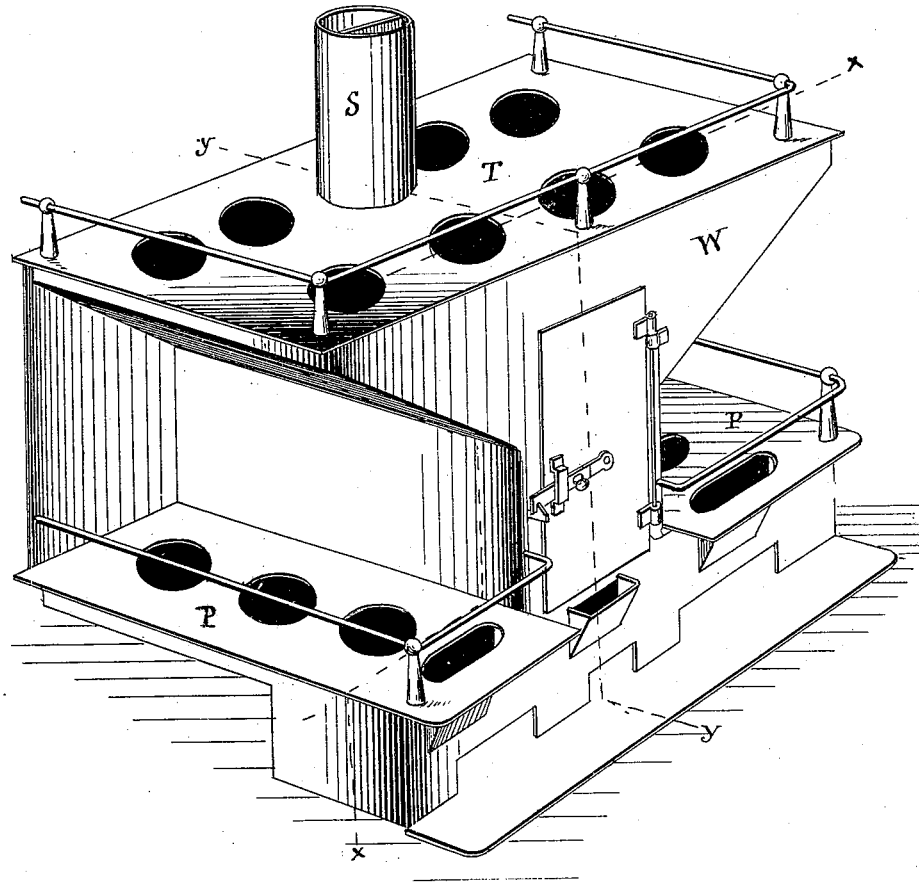


W. YOUNG.
SHIPS' GALLEY.

No. 182,011.

Patented Sept. 5, 1876.



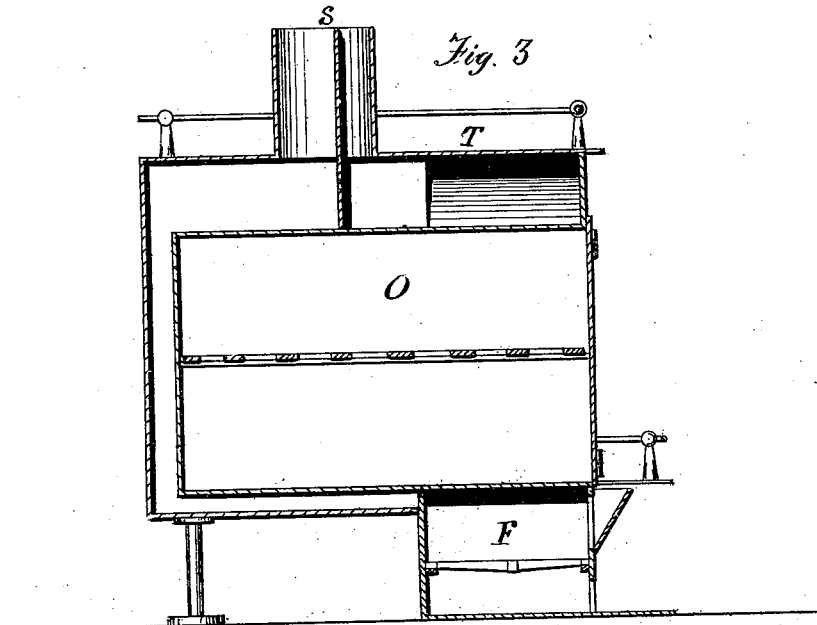
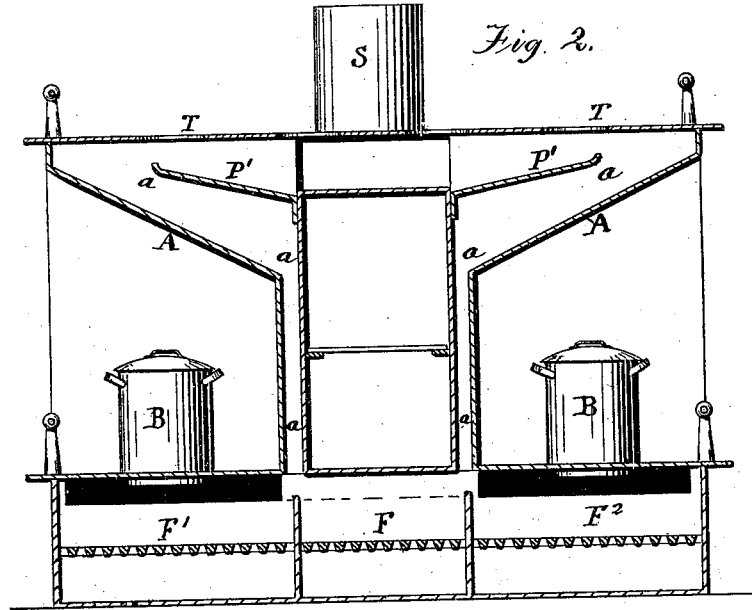
Witnesses:
Gronville Lewis
Ans. H. Voorhees

Inventor
William Young,
By his Attorneys,
Stansbury & Munn.

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UNITED STATES PATENT OFFICE.

WILLIAM YOUNG, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN SHIPS' GALLEYS.

Specification forming part of Letters Patent No. **182,011**, dated September 5, 1876; application filed August 22, 1876.

To all whom it may concern:

Be it known that I, WILLIAM YOUNG, of Washington, District of Columbia, have invented a new and useful Improvement in Ships' Galleys; and I do hereby declare the following to be a full and correct description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a front view, in perspective, of my improvement. Fig. 2 is a transverse section on line *xx* of Fig. 1. Fig. 3 is a longitudinal section on line *yy* of Fig. 1.

The same part is indicated, wherever it occurs in the drawings, by the same letter of reference.

This invention is an improvement on the ship's galley for which Letters Patent No. 46,313 were granted to me February 7, 1865; and consists in an enlargement of the top plate and a change in the form of the front plate and of a part of the side plates and flues for the purpose of enlarging the cooking capacity of the galley without increasing the floor room occupied by it.

By reference to my patent before cited, it will be seen that the side row of boilers placed over the side fire-places have nothing above them, the top plate of the galley being only equal in width to the width of the middle fire-place.

Large experience with these galleys in the Navy has shown that an enlargement of their cooking capacity is sometimes desirable, and the present modification of their construction is the result of an effort to meet that demand.

The front half only of the galley is represented in the drawings, since the improvement is confined to that portion of it.

As in the original galley, there are three fire-places, $F^1 F^2 F^3$, in the front. The side fire-places $F^1 F^2$ are immediately under plates P

P, perforated for the reception of boilers and other cooking utensils. The middle fire-place F is surmounted by an oven, O, around which the heated products of combustion circulate before escaping into the smoke-flue S. In my original galley the flues *aaa*, for conducting the products of combustion from the fire-place to the smoke-flue S, were wholly vertical and parallel with the sides of the oven, but in my present galley I deflect these passages to the right and left over the inclined plates A A, and under the plates P' P', so that the heat shall be first applied to the outer edges of the top plate T, and to the utensils inserted therein, and thence pass under the inner vessels seated in said plate before escaping into the smoke-flue S.

The top plate T and inclined side plates A A are attached in front to the wing-plate W, having the configuration shown in Fig. 1, and the top plate T is extended laterally, so as to cover entirely the plates P P' over the side furnaces. Thus a cooking-surface equal to the area of the plates P P' is added to the galley without enlarging the floor space occupied by it.

I claim—

As an improvement on my Patent No. 46,313, for a ship's galley, the combination of the enlarged top plate T, deflecting-plates P P', inclined plates A A, and wing-plate W, all arranged in the manner described and shown, and operating as and for the purpose specified.

The above specification of my said invention signed and witnessed at Washington this 15th day of August, A. D. 1876.

WM. YOUNG.

Witnesses:

F. C. CHOATE,
CHAS. F. STANSBURY.