



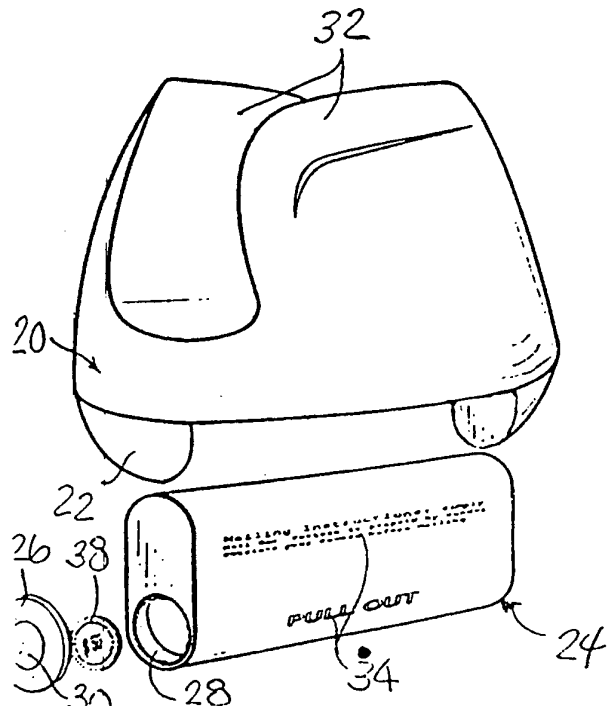
INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

<p>(51) International Patent Classification <sup>5</sup> : <b>B63H 7/00</b></p>	<p><b>A1</b></p>	<p>(11) International Publication Number: <b>WO 94/16940</b> (43) International Publication Date: 4 August 1994 (04.08.94)</p>
<p>(21) International Application Number: PCT/US94/00525 (22) International Filing Date: 20 January 1994 (20.01.94) (30) Priority Data: 007,118 21 January 1993 (21.01.93) US (71)(72) Applicants and Inventors: HUMBLE, David, R. [US/US]; 2696 Emerald Way North, Deerfield Beach, FL 33441 (US). BARTH, Hans, A. [CA/US]; 2600 NE 22nd Street, Fort Lauderdale, FL 33305 (US). (74) Agent: GRIBOK, Stephan, P.; Eckert Seamans Cherin &amp; Mellott, 1700 Market Street, Suite 3232, Philadelphia, PA 19103 (US).</p>		<p>(81) Designated States: AU, BB, BG, BR, CA, CZ, FI, HU, JP, KP, KR, LK, MG, MN, MW, NO, NZ, PL, RO, RU, SD, SK, UA, European patent (AT, BE, CH, DE, DK, ES, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, ML, MR, NE, SN, TD, TG).  <b>Published</b> <i>With international search report.</i></p>

(54) Title: INTERMENT VESSEL WITH DIRECTIONAL CAPABILITY

(57) Abstract

An interment vessel is designed to be capable of transoceanic travel. A body (20) for the vessel contains bouyant material (36) and has a sail (32) disposed diagonally across its upper surface (21) to provide wind-powered propulsion. The vessel also has a rudder (22) to provide stability. Attached to the base of the rudder (22) is a cylinder (24) into which crematory ashes can be placed. Attached to the closed end of this cylinder (24) is a removeable reward housing (28) which contains a reward (38) for the finder of the vessel. Instructions (34) are provided so that the finder can return the crematory ashes to the deceased's survivors.



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## INTERMENT VESSEL WITH DIRECTIONAL CAPABILITY

### Background of the Invention

#### 1. Field of the Invention

This invention relates to a vessel for holding crematory ashes, and more specifically a vessel for holding crematory ashes which floats on a body of water and has appendages for controlling movement on the body of water.

#### 2. Description of the Prior Art

People who die are generally either buried or cremated. Burial is preferred by some people who believe that cremation may destroy a soul or spirit that survives after death. Burial is also sometimes preferred since modern cemeteries are typically well kept landscaped fields that are aesthetically pleasing. The surviving loved ones of the deceased take pleasure in knowing that the deceased rests in a placid, beautiful place with trees and flowers as well as rabbits, squirrels, birds, etc. Furthermore, the grave site provides a place for the remaining loved ones to come to remember the deceased, to pray for the dead and to recall fond memories. The aesthetic and peaceful character of the grave site makes it easier for surviving loved ones to cope with the death.

On the other hand, many people are cremated after death. Cremation is advantageous over burial since cremation does not require that parcels of land be devoted to receiving caskets and gravestones. The crematory ashes which remain may be simply placed in an urn which the surviving loved ones place in a suitable place such as on a mantle or shelf in their home for remembrance of the deceased.

An urn discussed above for holding crematory ashes is disclosed in U.S. Patent 3,654,675 - Peterson. Peterson discloses a burial urn constructed of plastic material. The urn has a closed end and an opened end. The opened end is closeable by a plastic cover.

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Peterson discloses a practical urn design. However, a more ornamental urn may be a more fitting receptacle for the remains of their deceased loved one. For example, U.S. Patent No. 237,782 - Townsend discloses a statue-like urn for receiving crematory ashes, namely a bust. Preferably the bust is that of the deceased person.

5 A receptacle in the back is provided for receiving the ashes and is closable by a removable plate.

Another advantage of cremation over burial is that the surviving loved ones have flexibility with respect to the ashes. For example, as noted above, the ashes may be placed in container and kept in the loved ones home so that the survivors have a

10 near and tangible reminder of the deceased.

U.S. Patent No. 4,977,652-Graham discloses a hybrid of cremation and burial. Graham discloses a tree forest cemetery. Ash-containing urns are introduced to an underground vault through a surface tunnel. The vault is constructed beneath a tree, or alternatively the tree is planted over the vault after the ground is excavated and the

15 vault installed. The tree is appealing as a continuing life associated with the deceased.

Other people wish to be cremated so that their ashes may be scattered or disposed in a particular place. For example, an outdoorsman may become particularly attached to a certain mountain range, riverbank or some other parcel of land during his lifetime and it seems fitting that his remains be placed there. A sea-going person, such

20 as a sailor or yachtsmen may be particularly fond of the sea or a river or a certain section of the sea or river. In all of the above cases, the person may wish that his crematory ashes be scattered about the geographic area which he knew while alive. When ashes are scattered the remaining loved ones do not have a fixed burial site, urn or other tangible thing by which to better remember the deceased. This is offset,

25 however, by the fact that they have released the deceased into his favorite place, which they may also visit.

Leaving the deceased in his favorite earthly place may be of little moment to the deceased; but at least the remaining loved ones achieve a sense of warmth and peace for complying with the wishes of the deceased, and the knowledge that he is in

30 the place that he loved the most.

Devices facilitating ash disposal at preferred geographic locations are known. U.S. Patent No. 3,732,602-Vigh discloses a submersible urn for burial at sea. The urn has a weighted bottom and ports surrounding its top. When placed in the ocean, the

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weighted bottom forces the urn to sink. The ports admit water to the interior, and the urn sinks to the ocean floor. The urn, as well as its contents, will eventually disintegrate.

U.S. Patent No. 4,877,203-Harden discloses a device for spreading crematory ashes from the air. The disclosure includes a vent mechanism disposed through the cockpit wall of an airplane. The ashes are loaded from the interior of the cockpit and released in the air through the vent. Alternatively, the ashes are contained in a burlap bag which is hung out of the cockpit window for release of the ashes in the sky.

Cremation and the scattering of the deceased's ashes has drawbacks in that at the moment of scattering, the surviving loved ones finally depart with all tangible evidence of the deceased. Many survivors find that visiting a cemetery or viewing a burial urn containing crematory ashes is cathartic and important in overcoming the sense of loss accompanying the death of a loved one. When scattering the ashes of the loved one, there is of course no expectation that any vestige of the loved one will return.

There is a need for an interment device, at least for the benefit of the survivors, which retains the emotional benefits of dispersing the decedent's remains, e.g., sending the deceased to visit exotic far away places, or to occupy a favorite body of water after death, but wherein the survivors have a tangible item initially, as well as some expectation that after the deceased is dispatched this tangible item eventually will return the deceased to his loved ones for enshrinement. This need is satisfied by the device of the invention.

SUMMARY OF THE INVENTION

It is a general object of this invention to provide an urn for placement of crematory ashes.

5 It is another object of the invention to make the urn water-tight and buoyant for sailing the ashes to a predetermined location.

It is a further object of the invention to provide for recovery and return of the ashes from a remote location.

10 These and other objects are accomplished by an interment vessel with directional capability. The interment vessel has an openable watertight cylindrical ash containment urn. The vessel has an essentially flat, oval-shaped main body from which the urn depends. A fin-like protrusion defining a sail intersects at a right angle with the upper surface of the oval-shaped body. When released in the water the vessel sails in the prevailing wind and current, to an eventual destination. The vessel includes instructions to the finder of the vessel and arranges for a reward for return of the  
15 remains to the loved ones who dispatched them.

Brief Description of the Drawings

There are shown in the drawings the embodiments of the invention as presently preferred. It should be understood that the invention is capable of other embodiments and combinations of elements in accordance with the scope of the invention claimed.

5 In the drawings,

FIGURE 1 is a top perspective view of an interment vessel according to the invention.

FIGURE 2 is a bottom perspective view thereof.

10 FIGURE 3 is a top plan view showing the interment vessel travelling through the water.

FIGURE 4 is a partial section view through the interment vessel.

FIGURE 5a is a side elevation view showing the vessel travelling through the water.

15 FIGURE 5b is a side elevation view showing the vessel travelling through the water while inverted.

FIGURE 6 is a side elevation view illustrating the detachability of the cylinder from the rudder.

FIGURE 7 is a partial side elevation view of the reward housing attached to the cylinder.

20 FIG 8. is a perspective view showing the reward housing after detachment from the cylinder.

### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

The invention comprises a floating interment vessel with directional capability including a floating vessel having a repository for receiving crematory ashes. The vessel can be placed on a body of water having either or both of wind and water  
5 current. Sail and rudder appendages are provided for interaction with the wind and water currents, providing for propulsion and stability as needed to transport the remains to a destination where they can be recovered and returned.

Referring to FIGURES 1 and 2, the preferred interment vessel according to the invention has a buoyant body 20. In the preferred embodiment, this body 20 is  
10 substantially oval-shaped, although other shapes are possible within the scope of the invention. In the preferred embodiment, the body 20 is constructed or encased in a seaworthy, non-corrosive material such as titanium or ceramic. Other durable materials could also be used.

A sail 32 is attached to the upper surface 21 of the body 20. In the preferred  
15 embodiment, this sail 32 is integral with the body 20 and is disposed diagonally across the upper surface 21 of the body 20.

Downwardly depending from the body 20 is a rudder 22. This rudder 22 is integral to the body 20 in the preferred embodiment, and is designed to provide stability to the vessel and to interact with water currents to provide propulsive force.

A cylinder 24 is attached to the distal end of the rudder 22. The cylinder 24  
20 is open at one end, where a removable cap 26 permits access to the interior of the cylinder 24, allowing for placement of the crematory ashes within the cylinder 24 and for later removal therefrom. In the preferred embodiment, this removable cap 26 is sealed after the crematory ashes are placed within the cylinder 24, preventing  
25 unauthorized access to the ashes by the finder. Other methods of preventing access, such as a locking cap, are also possible.

A removable reward housing 28 is attached to the closed end of the cylinder 24. The reward housing 28 features a window 30 through which the finder can see a  
30 reward 38 (not shown in FIGURES 1 and 2) within the reward housing 28, which is intended as an incentive for the finder to return the remains to the loved ones. An additional reward may be provided for, as an incentive for the finder to return the remains notwithstanding access to the reward housing 28.



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Preferably, instructions 34 to be read by the finder of the vessel may be printed on or attached to the exterior of the cylinder 24 as shown in FIGURE 1. The instructions may also appear in other areas of the vessel.

FIGURE 3 shows the vessel moving through the water. The diagonal placement of the sail 32 across the upper surface 24 of the body 20 provides that as the wind blows in direction 40, the vessel will move in direction 42, stabilized by the rudder 22 and cylinder 24 (not shown in FIGURE 3).

FIGURE 4 illustrates a sectional view of the vessel according to the invention. The body 20 contains buoyant material 36. Suitable materials include foam, styrofoam, or other buoyant material. Sail 32, rudder 22, and cylinder 24 are preferably integral with body 20. A notch 44 is cut into the rudder 22 on both sides and along its entire length, near to its joint with the cylinder 24. This notch 44 provides for easier detachability of the cylinder 24 from the rudder 22.

FIGURES 5a and 5b show the vessel floating on water. In its normal state, the vessel travels as shown in FIGURE 5a. However, it is possible that stormy seas or the like may capsize the vessel. Accordingly, the sail and rudder are arranged such that the vessel is also operational when inverted, i.e., the sail 32 can act as a rudder and the rudder 22 and cylinder 24 can act as a sail. The direction of motion of the vessel will then be defined by the axis of the sail 32, which provides stability and propulsive force from water currents. The rudder 22 is exposed to the air, and disposed at an angle to the direction of motion defined by the sail 32. The rudder 22 and cylinder 24 thus channel wind energy into a motive force for the vessel.

FIGURES 5a and 5b also show a trapezoidal sail 32, contrasted to the triangular sail of FIGURES 1 and 2. The sail may take any suitable shape.

FIGURE 6 shows the cylinder 24 being detached from the rudder 22. In the preferred embodiment, the cylinder 24 is integral to the rudder 22, but the notch 44 allows the finder to tear the cylinder 24 from the rudder 22 relatively easily. Other means of providing a detachable joint between the rudder 22 and the cylinder 24 are also possible.

FIGURE 7 shows the reward housing 28 attached to the closed end of the cylinder 24. The window 30 in the reward housing 28 permits the finder to see the reward 38 inside. The reward 38 can be a gold coin, for example, which can withstand chemical deterioration and the elements, and which is immediately

recognizable in virtually any culture as valuable. Other rewards could also be used, and as noted above, additional incentive can be provided if the reward is collectable in stages.

FIGURE 8 shows the reward housing 28 detached from the cylinder 24. The  
5 reward 38 can now be removed by the finder.

The deceased may have previously expressed a specific desire that his remains be placed into this invention, e.g., specifying this desire in a will or in a conversation. Alternatively, the deceased's loved ones may determine that the deceased would have wished to use this invention to visit a favorite vacation spot or a far-off land which he  
10 had never experienced in life.

The loved ones place the crematory ashes of the deceased into the cylinder of the interment vessel. This may be done as part of the memorial service for the deceased or at another point in time. The cylinder is sealed or locked to prevent disturbance of the remains.

The loved ones may plan for a particular destination for the final voyage of the  
15 deceased, by studying oceanic currents and wind patterns to determine the place at which the interment vessel should be launched to increase the likelihood that the vessel will reach the intended destination. This place might be the beach of an ocean or the Gulf of Mexico. Rivers, sounds, and other bodies of water which empty into the  
20 oceans could also be used. A scenic or otherwise appealing destination is normally chosen, so that the aesthetic surroundings provide comfort to the survivors and loved ones gathered for the launching.

An appropriate time would also have to be determined, based on seasonal currents, weather patterns, and tidal schedules. If possible, a date and time should be  
25 selected which would be convenient to loved ones who wish to attend the launching ceremony while maximizing the likelihood that the deceased will arrive at the intended destination.

The loved ones may also wish to determine what languages are spoken and read in the destination and its vicinity to ensure that the instructions would be  
30 understandable to a finder.

At the chosen time, the loved ones meet at the launch site. A ceremony commemorating the deceased could be held, and prayers and wishes conveyed for his safe journey. The interment vessel is then launched, giving the loved ones an inner

sense of peace and tranquility as they watch the vessel sailing off on its voyage, assisting in the emotional recovery of the loved ones, without wholly letting go of the deceased.

5 The interment vessel would then be on its way to its destination, directed by both wind and water currents. The crematory ashes of the deceased are protected by the non-corrosive material and watertight structure of the vessel. If the vessel should capsize in rough seas, its journey continues due to the invertible functioning of the sail acting as a rudder and the rudder acting as a sail.

10 In time, the vessel washes up on land. Presumably a passerby will eventually happen upon the vessel lying in the sand, and approach the vessel out of curiosity. He would then see the reward, visible through the transparent window in the reward housing. The instructions notify the finder how to remove the reward housing to obtain the reward,.

15 The instructions could also inform the finder as to the contents of the cylinder and dissuade him from trying to open it. The finder can be prevented from disturbing the contents of the cylinder by sealing the removable cap or by providing a locking cap, the key to which would be retained by the loved ones.

20 The instructions would also describe to the finder the method of detaching the cylinder from the remainder of the vessel and returning it to the address shown. The postage would be prepaid by the loved ones. By following these instructions, the finder could easily return the deceased to his loved ones.

25 Upon receipt of the deceased's ashes, the loved ones could transfer the ashes to a receptacle appropriate for final interment, scatter the ashes at a preferred location, or choose another alternative such as to retain the ashes at home, either in another receptacle or still in the cylinder of the invention.

While the focus of this description has been limited to human remains, such description is for exemplary purposes only and is not intended to limit the scope of the invention claimed. It should be clear that various sizes of the disclosed vessel could be utilized to accommodate animals such as dogs, cats, birds, horses, or others.

30 Similarly, alternative embodiments could accommodate a plurality of persons' remains, such as spouses, families, or groups who might wish to embark on a journey together after death.

The invention having been disclosed, additional variations will become apparent. Whereas the invention is reasonably intended to encompass the preferred arrangements disclosed as examples as well as a range of variations, reference should be made to the appended claims rather than the foregoing discussion of examples, in order to assess

5 the scope of the invention in which exclusive rights are claimed.

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What is claimed is:

1. A floating interment vessel with directional capability comprising:  
a floating vessel having receiving means for receiving crematory ashes, said vessel placeable on a body of water having at least one of wind or water current; and, means for interacting with said at least one of wind or water current to propel said vessel through said body of water.
2. The vessel of claim 1, wherein the receiving means depends downward from a bottom of said vessel, said downwardly depending receiving means thereby acting as a rudder for the vessel.
3. The vessel of claim 2, wherein said receiving means is a hollow cylinder, at least one end of said cylinder being removable to access an interior of said cylinder.
4. The vessel of claim 3, wherein a hollow, reward containing housing is removably affixed to an end of said receiving means.
5. The vessel of claim 4, wherein said housing has a clear section to allow viewing of a reward.
6. A floating interment vessel with directional capability, comprising:  
an upper section, said upper section containing buoyant material and sail means for interacting with a wind current;

rudder means downwardly depending from said upper section, said rudder means for interacting with a water current; and,  
receiving means for receiving crematory ashes.

7. The vessel of claim 6, wherein said receiving means is a cylindrical chamber downwardly depending from said rudder.

8. The vessel of claim 7, wherein said cylindrical chamber has at least one removable end cap for accessing an interior of said chamber.

9. The vessel of claim 7, further comprising a removable housing, said housing containing a reward for a finder of said vessel.

10. The vessel of claim 9, wherein said housing is removably affixed to an end of said cylinder.

11. The vessel of claim 9, wherein said cylinder is removable from said upper section.

12. The vessel of claim 11, further comprising instructions for instructing a finder on the disposal of the cylinder.

13. The vessel of claim 12, wherein the instructions are on said cylinder.

14. The vessel of claim 6, wherein said upper section is essentially three-dimensional, said buoyant material disposed within said upper section.

15. The vessel of claim 14, wherein said upper section is essentially oval.

16. The vessel of claim 15, wherein said sail means is disposed diagonally across said upper section.

17. The vessel of claim 6, wherein in the event said vessel is flipped, said sail means interacts with a water current thereby acting as a rudder and said rudder means interacts with a wind current thereby acting as a sail.

18. A method for the disposition of crematory ashes, comprising:  
providing a floating, water-tight container for the ashes, said container having directional capability;

using prevailing wind and water currents to propel the crematory ashes to a desired location.

19. The method of claim 18, wherein said floating, water-tight container has sail means for interacting with a wind current for propulsion by the wind and rudder means for interacting with a water current for propulsion by the water.

20. The method of claim 19, further comprising the step of studying prevailing wind and water currents to determine a proper spot for depositing the container whereby the ashes will be propelled to a desired location.

FIG. 1

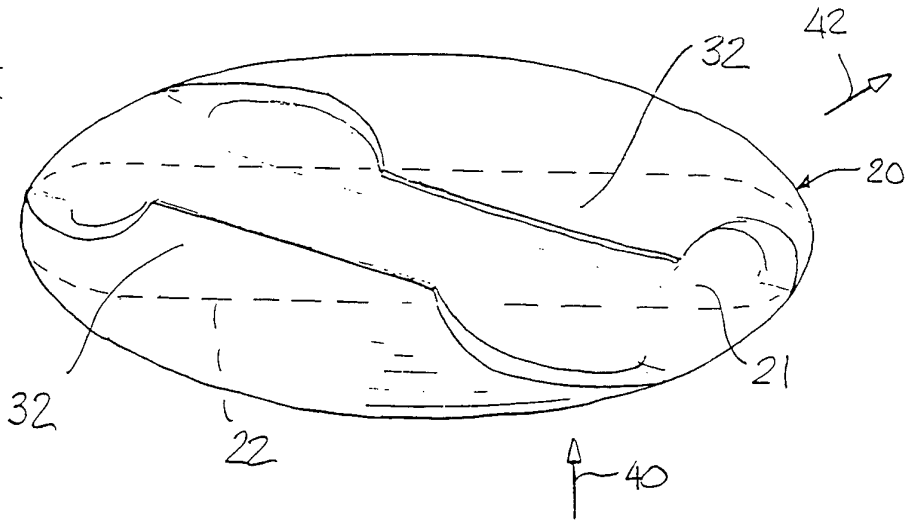


FIG. 2

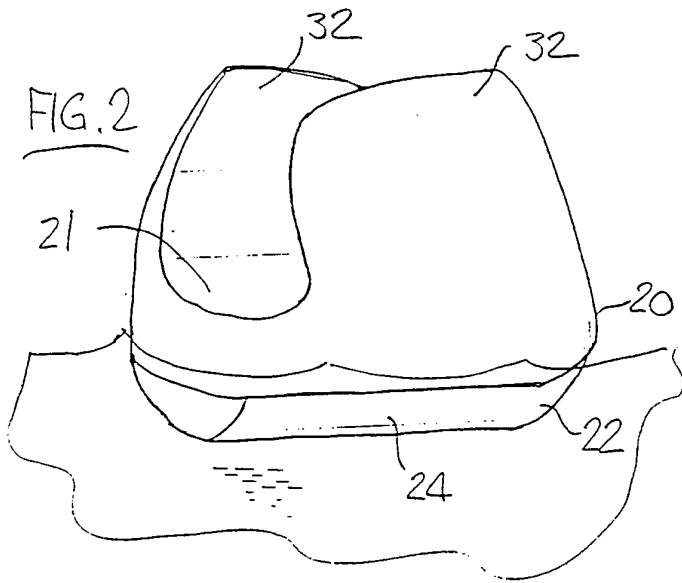
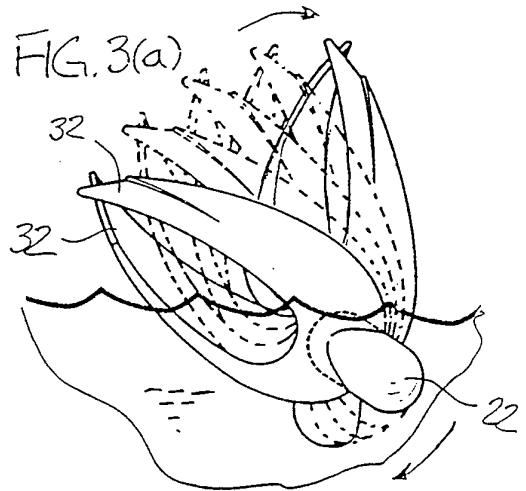


FIG. 3(a)





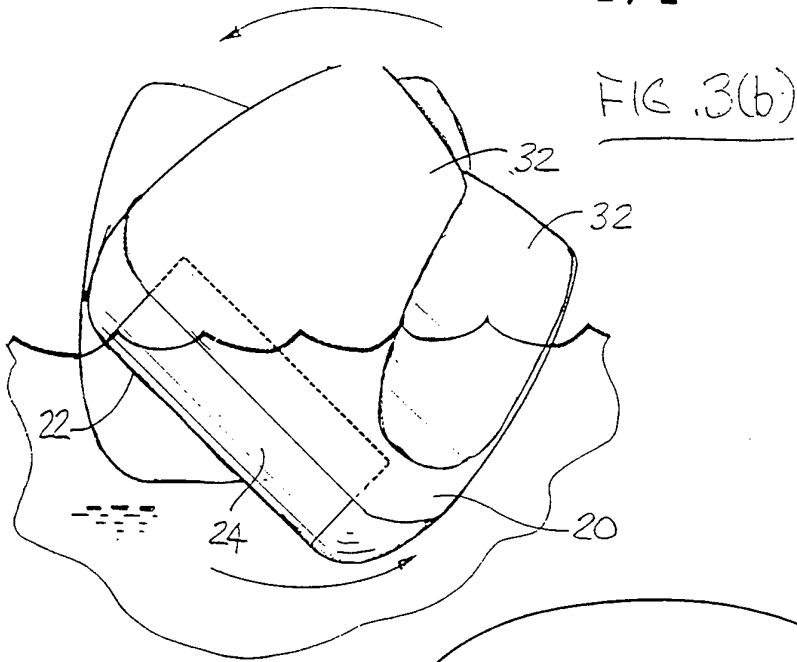


FIG. 3(b)

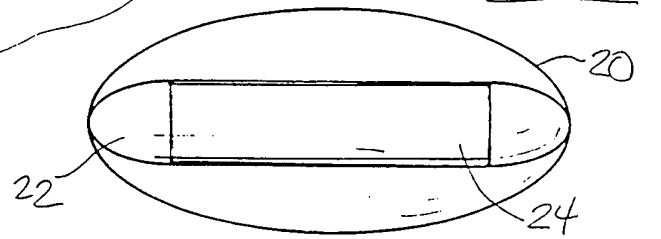


FIG. 4(a)

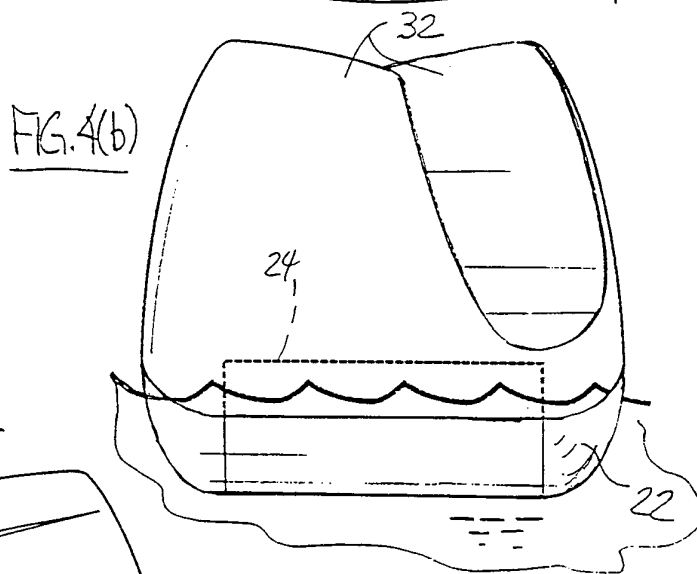


FIG. 4(b)

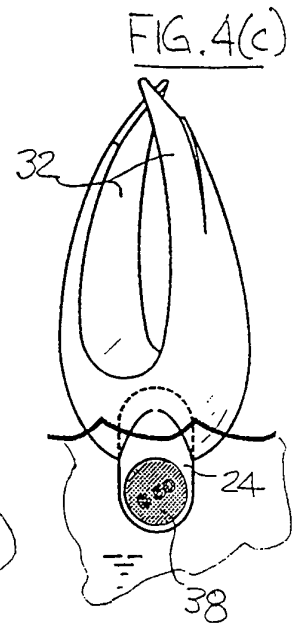


FIG. 4(c)

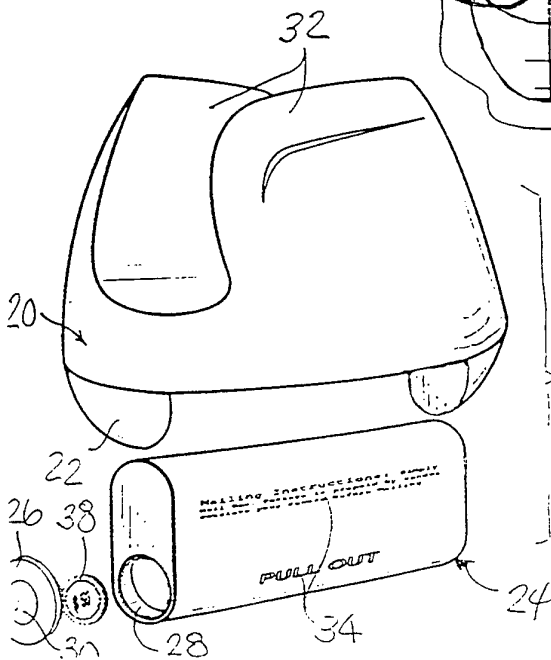


FIG. 5

# INTERNATIONAL SEARCH REPORT

I. national application No.  
PCT/US94/00525

**A. CLASSIFICATION OF SUBJECT MATTER**

IPC(5) : B 63 H 7/00

US CL : 114/39.1

According to International Patent Classification (IPC) or to both national classification and IPC

**B. FIELDS SEARCHED**

Minimum documentation searched (classification system followed by classification symbols)

U.S. : 114/39.1, 121, 140; 27/1; 441/1, 32

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

**C. DOCUMENTS CONSIDERED TO BE RELEVANT**

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	SE, A, 26,992 (Poulsen) 05 June 1909, entire document	1-20
A	US, A, 4,966,279, (Percy) 30 October 1990	none
A	US, A, 4,927,394, (Galgana) 22 May 1990	none
A	US, A, 4,669,989, (Havlick) 02 June 1987	none
A	US, A, 3,182,340 (Gentile) 11 May 1965	none
A	US, A, 4,977,652 (Graham) 18 December 1990	none
A	US, A, 4,877,203 (Harden) 31 October 1989	none
A	US, A, 3,732,602 (Vigh) 15 May 1973	none

Further documents are listed in the continuation of Box C.  See patent family annex.

<p>* Special categories of cited documents:</p> <p>*A* document defining the general state of the art which is not considered to be part of particular relevance</p> <p>*E* earlier document published on or after the international filing date</p> <p>*L* document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)</p> <p>*O* document referring to an oral disclosure, use, exhibition or other means</p> <p>*P* document published prior to the international filing date but later than the priority date claimed</p>	<p>*T* later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention</p> <p>*X* document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone</p> <p>*Y* document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art</p> <p>*&amp;* document member of the same patent family</p>
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Date of the actual completion of the international search

16 MARCH 1994

Date of mailing of the international search report

APR 04 1994

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**INTERNATIONAL SEARCH REPORT**International application No.  
PCT/US94/00525

## C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US, A, 3,654,675 (Peterson) 11 April 1972	none
A	US, A, 232,782 (Townsend) 28 September 1880	none