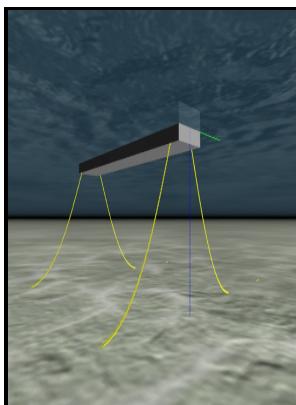


Evaluation of tying materials for floating tire breakwaters

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The enlarged end portion 40 is then turned 90° and pulled tightly so that the strip 38 extends out of the hole 52 and the shoulders 44 and 46 to prevent the enlarged end portion 40 from exiting the hole. The technical literature regarding floating breakwater applicability and design procedures is fragmentary and sometimes confusing. A spliced vehicle tire as set forth in claim 4 wherein the enlarged end lobes of the splice member have a flat inside edge forming shoulders on each side of the strip and wherein the outer edges of the said lobes are provided with a convex curvature.

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The present invention provides a unique tire splice in which the tires may be interlocked together so that only tire material is used to construct the floating body thereby eliminating the need for lashing the tires together by cable, ropes, or the like which are subject to corrosion and deterioration.

Review of recent research and developments on floating breakwaters

Therefore, it can be said that each longitudinal interconnecting row of annular members is attached to its adjacent row of annular members by interconnecting annular members at every fourth annular member in each row. In Beira a site investigation had been carried out to obtain all.

Review of recent research and developments on floating breakwaters

Breakwater system

Test results are compared with those of earlier experiments made on the Goodyear floating tire breakwater . . .

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The semi-circular enlarged lobe 40 is then inserted edgewise through the hole 52 and slit 54 so that the entire lobe 40 is inside the tire beneath the tread 34. For example, the splice strip member 36 may be longer than the distance between the bores 52 and 56 so that more than three tires may be joined by one spliced tire.

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