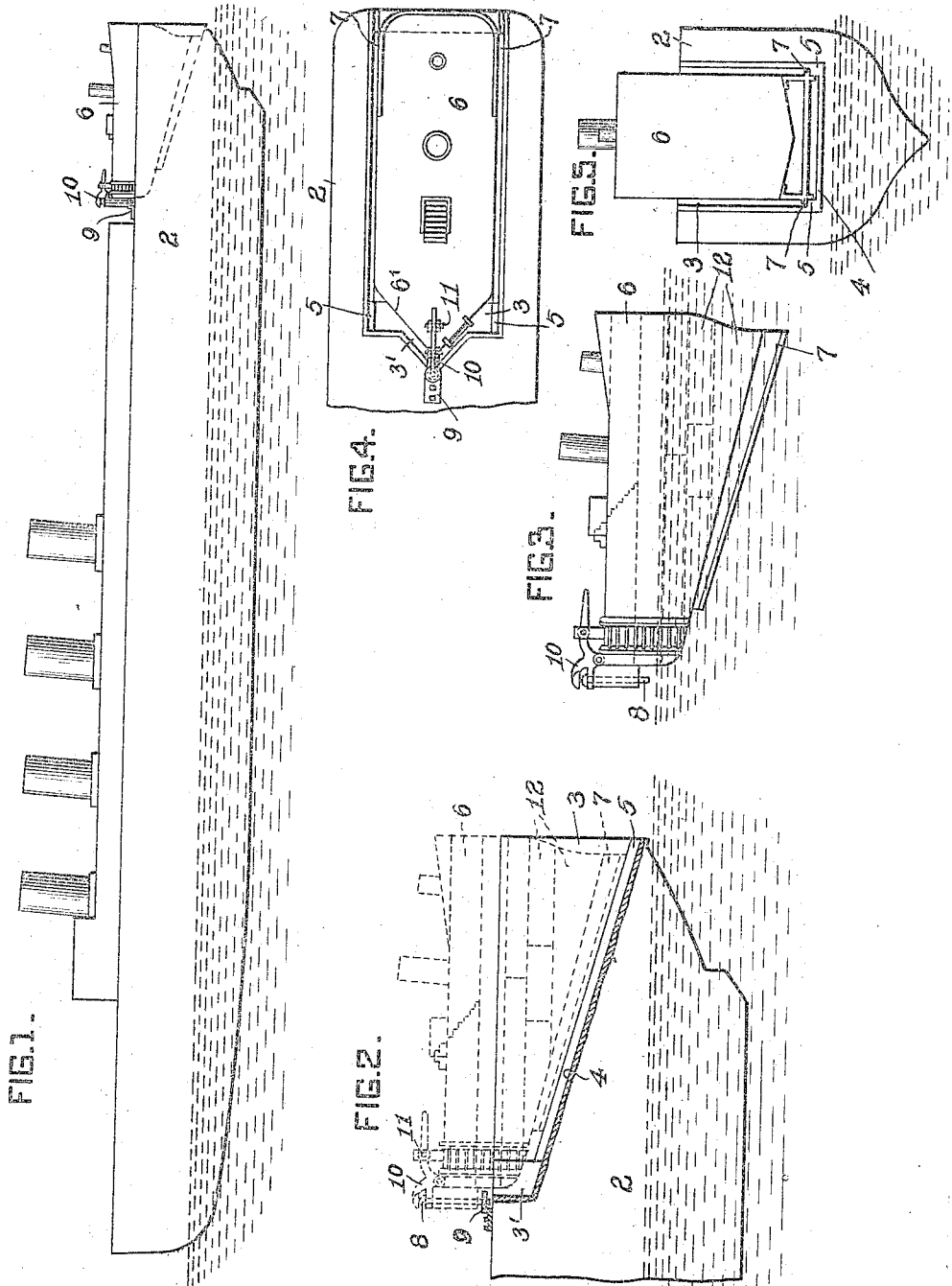


A. HAAS.
 COMBINED LIFE BOAT AND MARINE SAFE.
 APPLICATION FILED DEC. 7, 1912.

1,064,472.

Patented June 10, 1913.



WITNESSES
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UNITED STATES PATENT OFFICE.

AUGUST HAAS, OF GRAPEVILLE, PENNSYLVANIA.

COMBINED LIFE-BOAT AND MARINE SAFE.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, AUGUST HAAS, a resident of Grapeville, in the county of Westmoreland and State of Pennsylvania, have invented certain new and useful Improvements in Combined Life-Boats and Marine Safes, of which the following is a specification.

One object of this invention is to provide an emergency life and cargo boat for ships, with means for readily launching the boat clear of the ship whenever the latter is in danger, the emergency boat being of a size to accommodate passengers and crew, also the more valuable cargo.

A further purpose is to so construct the emergency boat that when released from its berth in the ship it automatically launches itself and floats on an even keel regardless of its increasing depth toward its stern.

Still a further purpose is to provide improved means for releasing the emergency boat for launching after the passengers and crew have been assembled therein.

Still a further purpose is to so construct the emergency boat as to make it seaworthy, in the preferred construction a double keel being provided, the latter supporting the boat in its berth and facilitating its launching.

In the accompanying drawings, Figure 1 is a side elevation of a ship equipped with the improved emergency boat. Fig. 2 is an elevation of the rear portion of the ship partly broken away to illustrate the emergency boat berth, the boat being shown in dotted lines, and Fig. 3 is an elevation of the emergency boat after it has been launched from the main ship. Fig. 4 is a top plan of the rear portion of the ship and emergency boat. Fig. 5 is a rear elevation.

(Referring to the drawings, 2 designates the hull of a ship, and 3 is a cavity or depression in the rear end thereof which is open through the stern, the bottom 4 of the depression sloping rearwardly and downwardly to its open end, with the inclined tracks or guideways 5 at opposite sides thereof, as shown. Cavity 3 forms a berth for an emergency boat 6 which is releasably held therein, being provided on opposite sides of its bottom with the longitudinal runners 7 which support the boat on the guideways 5. The bow 6' of boat 6 is adapted to enter an offset 3' in berth 3, and mounted on bow 6' is the vertically movable

bolt 8 which is adapted at its lower end to engage catch 9 secured to the deck of hull 2. Bolt 8 is operated by lever 10 mounted on bow 6' of the emergency boat, the arrangement being such that when the rear end of lever 10 is depressed its front end is raised and releases bolt 8 from catch 9, thereby freeing the emergency boat so that it may launch itself by gravity from berth 3. A locking pin 11 must be removed before the lever can be operated.

A characteristic of the invention is the form of emergency boat 6, the latter being deepest at its stern and decreasing in depth toward its bow, the inclination of the boat bottom being preferably complementary with the inclined bottom of the berth and at such an angle as to maintain the decks of the emergency boat substantially horizontal. The emergency boat is thus adapted for various uses while in position in berth 3, the decks thereof being available for saloon purposes, cargo, etc. In order that boat 6 may float with its decks level or substantially so, its deeper stern portion should be loaded more heavily than the bow. This is facilitated by the form of the boat, the deeper rear end thereof providing space for relatively short decks 12 which may be utilized for the heavier machinery and for fuel. Also, one or more of these lower decks may be used for valuable cargo which is thus safe-guarded and at the same time serves as a ballast for the boat. Runners 7 constitute a double keel for the emergency boat which insures its stability when afloat. It is designed to have boat 6 fully equipped with propelling and steering machinery, etc., so that it may be navigated and be fully self-sustaining in an open sea.

It is the design to have boat 6 of sufficient size to provide a refuge for all of the passengers and crew in the event that the ship must be abandoned, the more valuable cargo being stored therein and also saved from disaster. As before indicated, the space within the emergency boat may be variously utilized for saloon and other purposes, and as the boat is readily accessible from the main ship passengers and crew may pass to and from the same without inconvenience. The position of the emergency boat at the stern of the ship is such that it is fully protected excepting at its rear end where there is practically no danger of injury. At either side of the berth the hull of the ship is of

sufficient width to fully protect the emergency boat from side collisions, and with the latter self-launching in the event of imminent danger it is only necessary to assemble the passengers and crew thereon and release the boat by retracting bolt 8 when it will slide into the water clear of the ship. In the event that the rear portion of the ship is injured by collision or otherwise in such manner as to prevent or interfere with the launching of the emergency boat, the latter will float clear of the ship if the latter sinks, it being characteristic of the invention that there is nothing to impede upward movement of the boat in berth 3 and its passage from the top of the latter. If in an emergency the boat is floated in this way the clearance between the boat sides and the berth walls, also the space at the bottom of the boat between runners 7, admit water in sufficient volume to quickly float the boat and prevent it from being drawn under by the suction caused by the sinking ship.

I claim:—

1. The combination of a ship formed with a berth open through a wall thereof, the berth provided with slideways sloping upwardly from its outer end to its inner end, an emergency boat having its bottom sloped from end to end complementary with the sloping slideways and adapted to rest and slide on the latter, the emergency boat having decks that are substantially level when the boat is in position in said berth and also which are substantially level when the emergency boat is afloat and separated from the ship.

2. The combination of a ship formed with a berth open through the stern thereof, the berth provided with downwardly and outwardly sloping slideways, an emergency boat, downwardly projecting runners arranged longitudinally of said boat and slid-

able on the slideways, and means for detachably securing said boat within the berth.

3. The combination of a ship formed with a berth open at one end through a wall of the ship, downwardly and outwardly inclined slideways in the berth, an emergency boat having its greatest depth at its stern end and decreasing in depth toward its bow, runners extending longitudinally of said boat and sloping downwardly from its bow to its stern with the runners supporting the boat on said slideways, and means for removably confining the boat within said berth.

4. The combination of a ship formed with a berth open at one end through a wall of the ship, downwardly and outwardly inclined slideways in the berth, an emergency boat having its greatest depth at its stern and decreasing in depth toward its bow, runners extending longitudinally of the boat at opposite sides of the bottom thereof with the runners inclined downwardly from the bow to the stern and supporting the boat within the berth of said slideways, and means for removably confining the boat within the berth.

5. The combination of a ship formed with a berth open through a wall of the ship, a self-launching emergency boat within the berth, a vertically movable bolt carried by said boat with its lower end adapted to engage a socket in the ship, and a lever fulcrumed on the emergency boat and operatively connected to said bolt with the lever accessible from the emergency boat for releasing the latter.

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

AUGUST HAAS.

Witnesses:

J. M. NESBIT,
F. E. GAITHER.