

E. LABOWSKY.  
LIFE SAVING DEVICE FOR SUBMARINE BOATS.  
APPLICATION FILED OCT. 7, 1909.

953,473.

Patented Mar. 29, 1910.

Fig. 1.

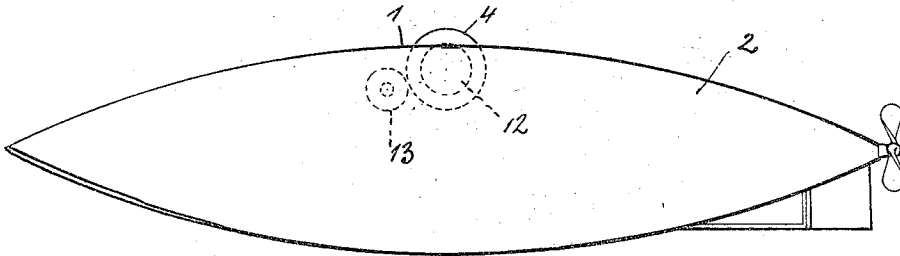


Fig. 2.

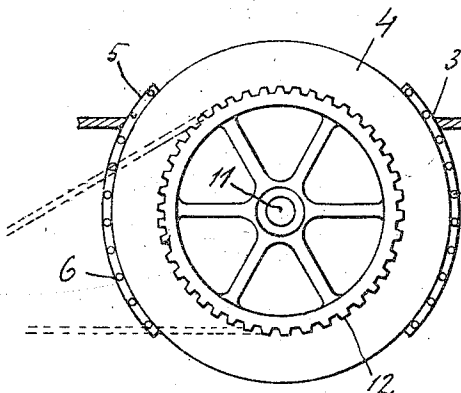


Fig. 4.



Fig. 3.

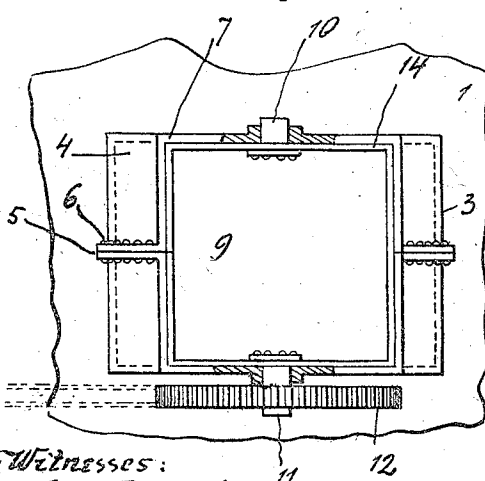
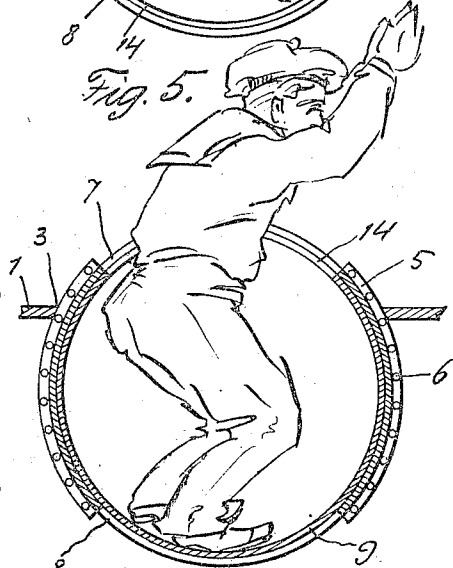


Fig. 5.



Witnesses:

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# UNITED STATES PATENT OFFICE.

ERNEST LABOWSKY, OF NEW YORK, N. Y.

LIFE-SAVING DEVICE FOR SUBMARINE BOATS.

953,473.

Specification of Letters Patent.

Patented Mar. 29, 1910.

Application filed October 7, 1909. Serial No. 521,472.

*To all whom it may concern:*

Be it known that I, ERNEST LABOWSKY, a subject of the Emperor of Austria-Hungary, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Life-Saving Devices for Submarine Boats, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a life saving device for submarine boats, and the primary object of my invention is to provide a submarine boat with positive and reliable means for releasing imprisoned operators of a boat that has sunk and cannot be raised in time to save the lives of the occupants.

Another object of this invention is to furnish a submarine boat with a device that can be safely used for liberating each and every occupant of the submarine boat, the device being constructed to maintain a water tight connection when not in use.

A further object of this invention is to provide a submarine boat with a life saving device that will occupy a comparatively small space within the boat and can be quickly operated to release an occupant of the boat without endangering the lives of operators remaining in the boat.

These and such other objects as may hereinafter appear are attained by the novel construction, combination and arrangement of parts to be hereinafter described in detail and then claimed.

Reference will now be had to the drawing forming a part of this specification, wherein there is illustrated a preferred embodiment of the invention; but it must be understood that the structural elements thereof can be varied or changed without departing from the spirit and scope of the invention.

In the drawing:—Figure 1 is a side elevation of a submarine boat equipped with my improved life saving device, Fig. 2 is an enlarged side elevation of the device, Fig. 3 is a plan of the same partly broken away and partly in section, Fig. 4 is a cross sectional view of the device in a closed position, and Fig. 5 is a similar view of the device in an open position.

In the drawings, the reference numeral 1 denotes the deck or outer shell of a submarine boat 2, and this deck is provided with a rectangular opening 3 for a cylindrical casing which is suitably mounted in said open-

ing and supported by the deck 1. This cylindrical casing is made in two vertical sections 4 having the confronting edges thereof flanged, as at 5 and suitably secured together, the connections between the deck and casing being such as to prevent water entering the boat through the connections. The casing is provided with two vertically aligning rectangular openings 7 and 8, the opening 7 being located in the top of the casing above the deck, while the opening 8 is located in the bottom of the casing beneath the deck.

Revolubly mounted in the casing is a cylindrical drum 9, said drum having the ends thereof provided with journal pins 10 and 11 extending through the ends of the casing. The journal pin 11 is provided with a large gear or sprocket wheel 12 adapted to be slowly driven by a motor 13 or a suitable source of power located within the boat 2. The cylindrical drum 9 snugly fits within the casing and is provided with a rectangular opening 14 adapted to register with the openings 7 and 8. The drum 9 is mounted in the casing in such a manner that water cannot pass between said casing and said drum.

As shown in Fig. 4 of the drawing, the opening 14 of the drum 9 registers with the bottom opening 8 of the casing and communicates with the interior of the boat 2, and when the drum is in such a position an occupant of the boat can easily enter the drum and assume a position somewhat similar to that indicated in Fig. 4. Before entering the drum 9, the motor 13 is started to slowly rotate the drum and it is during the movement of the drum that an occupant of the boat can enter the same and adjust the body during the movement of the drum so as to be in a vertical position ready to leave the drum as soon as the opening 14 of said drum registers with the opening 7 above the deck.

By starting the motor before entering the drum, it is possible for an occupant of the boat 2 to leave the same, and after the first occupant has been released, the remaining occupants take care of the amount of water carried into the boat by the revolving drum, the water within the drum being ejected by gravity before another occupant of the boat enters the drum. It is immaterial what becomes of the last discharge of water after the last occupant has entered the drum.

It is apparent from the novel construction

of my life saving device that when the boat has sunk in a medium depth of water the lives of the occupants thereof can be easily saved through the medium of my device, which permits each occupant leaving the boat without endangering the lives of the remaining occupants.

Having now described my invention what I claim as new, is:—

- 10 A life saving device comprising the combination with a boat deck, of a transversely-disposed casing connected intermediate its top and bottom and having the major portion thereof depending below the deck, said casing having an enlarged opening in its top and bottom, a cylindrical drum arranged within said casing and having an opening

adapted to register with the openings of the casing, journal pins fixed at their inner ends to the inner face of the drum at the ends and extending through the ends of the casing whereby the drum is rotatably supported within the casing, one of said journal pins of greater length than the other, a relatively large sprocket wheel mounted upon the elongated journal pin, and a transmission belt arranged below the deck and engaging with said sprocket for revolving the drum. 20 25

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

ERNEST LABOWSKY.

Witnesses:

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