

J. H. MARSTERS & F. S. MATHIAS.

LIFE SAVING DEVICE.

APPLICATION FILED JULY 2, 1910.

1,012,679.

Patented Dec. 26, 1911.

2 SHEETS—SHEET 1.

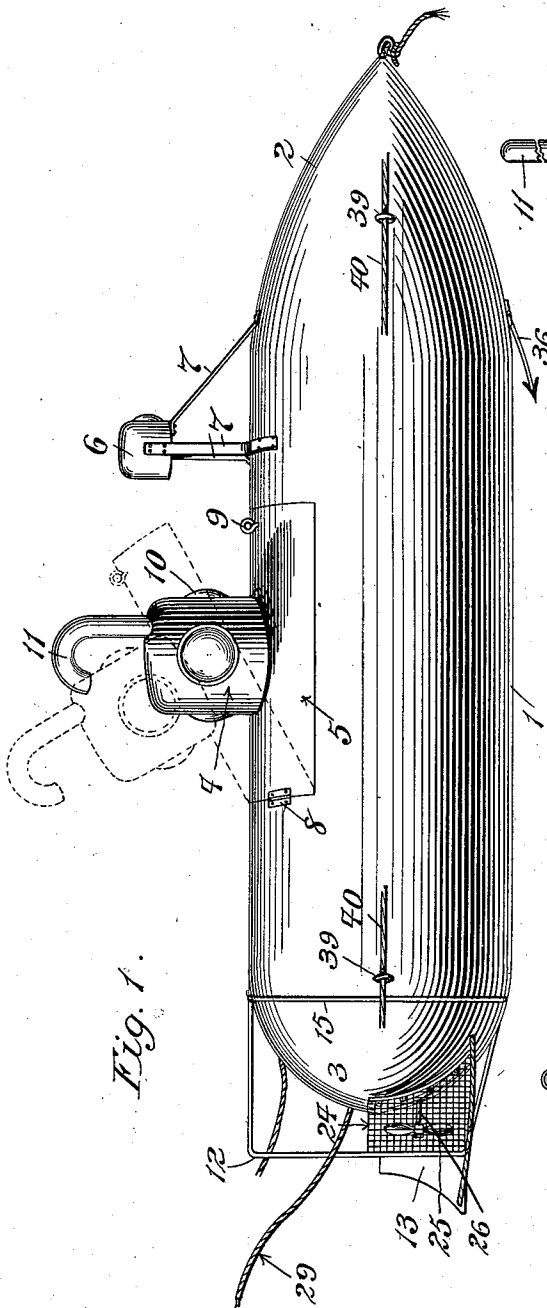


Fig. 1.

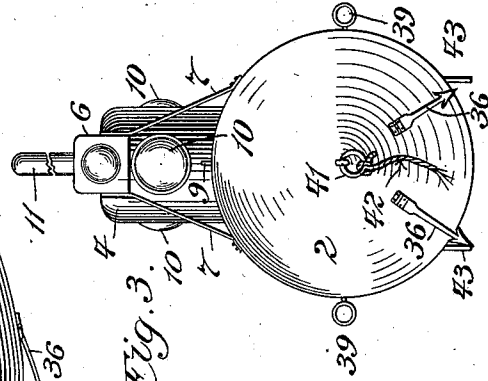


Fig. 3.

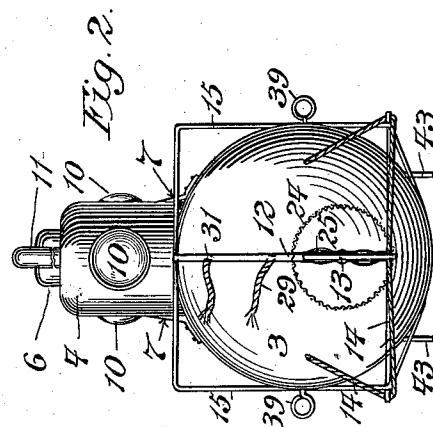


Fig. 2.

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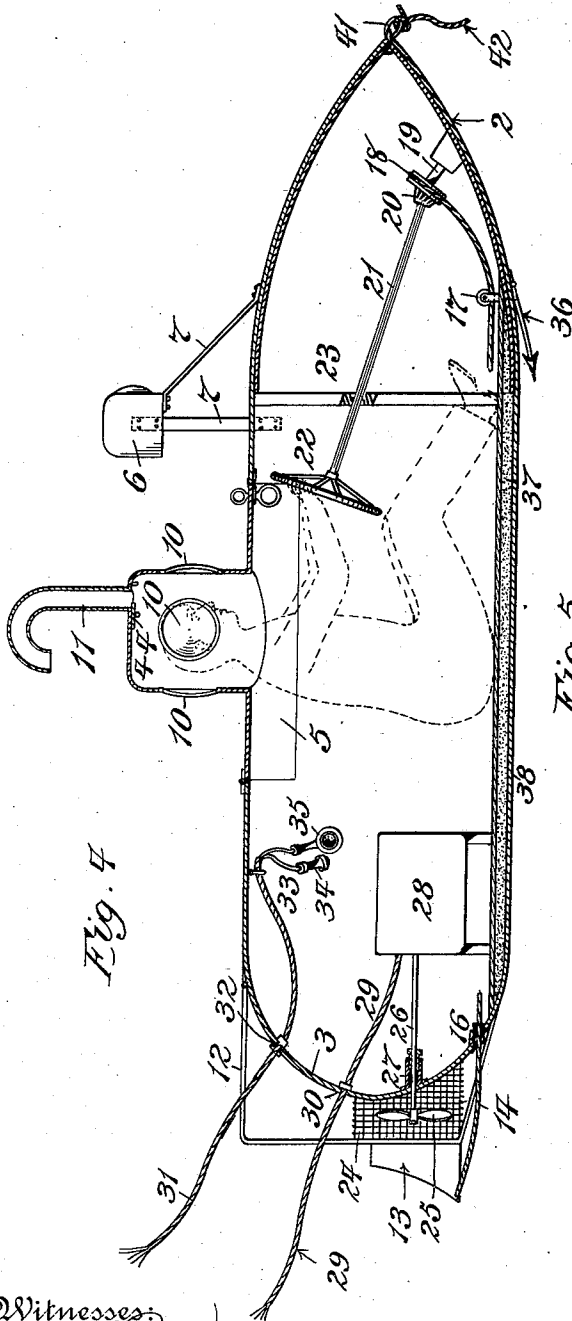
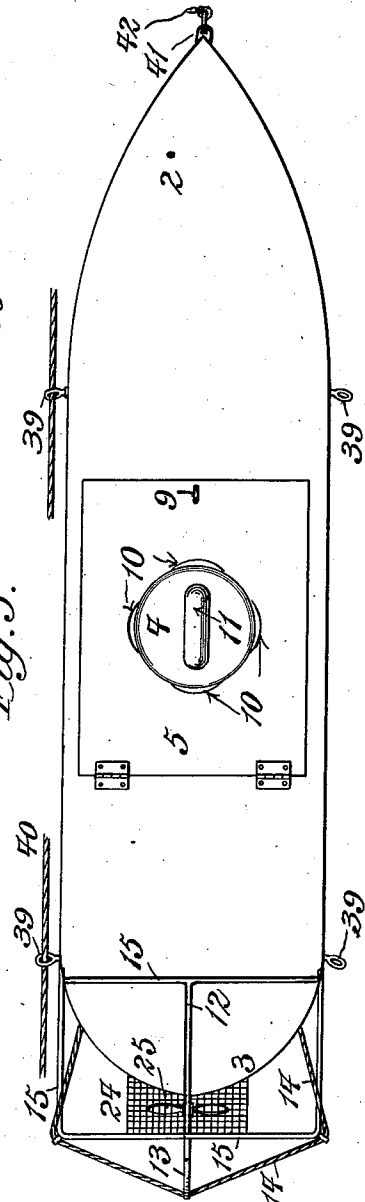


Fig. 4

Fig. 5.



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UNITED STATES PATENT OFFICE.

JAMES H. MARSTERS AND FREDERICK S. MATHIAS, OF LOOKINGGLASS, OREGON.

LIFE-SAVING DEVICE.

1,012,679.

Specification of Letters Patent.

Patented Dec. 26, 1911.

Application filed July 2, 1910. Serial No. 570,050.

To all whom it may concern:

Be it known that we, JAMES H. MARSTERS and FREDERICK S. MATHIAS, citizens of the United States, and residents of Lookingglass, county of Douglas, and State of Oregon, have invented a new and useful Improvement in Life-Saving Devices, of which the following is a specification.

The object of our invention is to provide a device of this class which can be launched from a vessel under all conditions and in the roughest water and propelled directly to the shore where the occupant can land, secure a line and return the device to the vessel for further use, whereby the occupants of a ship which is wrecked either on a deserted coast or a coast without adequate means for reaching a ship, can always be safely landed. This object is accomplished by our invention, one embodiment of which is hereinafter set forth.

For a more particular description of our invention, reference is to be had to the accompanying drawings forming a part hereof, in which—

Figure 1 is a side elevation of our improved device, which is hereinafter called a rescuer. Fig. 2 is a rear elevation of the same. Fig. 3 is a front elevation of the same. Fig. 4 is a longitudinal section, and Fig. 5 is a plan view.

Throughout the various views of the drawings, similar reference characters designate similar parts.

Our improved rescuer 1 has a hull which is preferably cylindrical throughout the greater portion of its length and provided with a pointed end 2 and a hemispherical end 3, the end 2 being the front, and the end 3 being the rear of the rescuer. It is also provided with a suitable turret 4 on a trap door 5 which fits snug in a suitable opening and makes a water-tight connection therewith. The rescuer is also provided with a suitable lantern 6, which is affixed by a support 7, or held in any other suitable manner, and is preferably lighted by electricity, so that it will not be affected by the absence of air or the presence of water. Electricity for the lantern 6 is supplied through suitable ducts and conductors, not shown. The trap door 5 is uniform with the hull of the rescuer, and is secured at its rear by suitable hinges 8, and at its front by a suitable catch 9, which may be opened either from the inside or the outside, as may be desired. As

above stated, the door 5 is provided with a turret 4, which has side, front and rear windows 10 and a vent pipe 11, which is preferably bent as shown, but may be bent in any desired form, the idea being to prevent water from entering the interior of the rescuer when it is temporarily submerged by a wave. The turret 4 is preferably made sufficiently large to enable the neck and shoulders of the operator to be placed therein, so that his eyes will be opposite the windows 10 when the rescuer is in use.

The exterior of the rescuer at its rear end is provided with a bracket 12 on which is mounted a rudder 13, which is controlled by a rope 14 passing over suitable guides or pulleys on a frame 15 secured to the rear of the hull, as shown. The rope or cable 14 runs through suitable stuffing boxes 16 and over suitable guiding pulleys 17 to a windlass 18 mounted on a suitable support 19 on the bottom of the boat. The windlass 18 has a universal joint connection 20 with a rod 21, which has a steering wheel 22 on its rear end. The rod 20 may be supported by a suitable upright 23 near its rear end. From this it is apparent that the rudder 13 may be shifted to either side by turning the wheel 22 in one direction or the other, as desired. The frame 15 supports one end of a wire cylinder 24 which is also supported by the rear end 3 of the rescuer and in this wire frame 24 is placed a suitable propeller 25 mounted on a shaft 26 that runs through a suitable stuffing box or bearing 27, in the conventional manner, and to a suitable motor 28. This motor may be a gasoline, electric or other motor, but is preferably an electric motor, current for which passes through a cable 29, which gets through the rear end 3 by means of a suitable packing box 30, and this cable 29 runs to a suitable source of electrical supply, not shown, but preferably on the ship. A second cable 31 also extends from the ship and passes through a packing 32 in the rear end 3 and terminates at or near a hook 33, and is connected with suitable telephoning apparatus, such as a receiver 34 and transmitter 35, so that the operator can communicate with the ship at all times.

The exterior of the hull is provided with suitable anchors 36 secured near its forward end, which are adapted to go into the shore and prevent the rescuer from being washed down by the retreating waves. The rescuer is kept in its upright position by means of

a suitable ballast 37 placed on its bottom, and on which the flooring 38 is placed. The operator may sit either on this floor 38 or may have something placed thereon.

- 5 The rescuer has a number of rings 39 secured on the exterior thereof and these rings are adapted to receive a rope 40 that is secured to one of the rings on the first outward voyage and payed-out from the ship.
- 10 This rope is unfastened when the rescuer lands and is then passed through the rings 39 until it is properly secured to something on the shore. The forward end 2 is provided with a suitable ring 41 to which is
- 15 secured a rope 42 so that as the rescuer returns to the ship, the operator who has vacated the rescuer, can let the rope 42 pass through his hands as the rescuer returns to the ship and thereby be enabled to assist its
- 20 return voyage. The exterior of the rescuer is also provided with projections 43, near its bottom, which will hold the same in an upright position and prevent it from rolling over.
- 25 At times the rescuer may be entirely submerged and there is danger of water entering. To prevent this a slide 44 is placed at the lower end of the vent pipe 11 and is adapted to close the same and to be under the
- 30 control of the operator at all times. This slide 44 can be closed throughout the entire voyage of the rescuer, if necessary, but it is preferably left open, whenever possible, so as to afford the best ventilation available.
- 35 The operation of our improved device is as follows: The operator places himself in the rescuer, as shown in Fig. 4, and the rescuer is then launched and steered for the shore dragging after it the rope 40. The
- 40 cylinder 24 prevents any cables, ropes, wreckage, or other material from getting entangled in the propeller. The operator steers for the shore and uses the light 6, if necessary. When he reaches the shore the
- 45 waves carry the rescuer up upon the beach and the anchors 36 prevent it from retreating with the waves. When the rescuer is sufficiently free from the water, the operator opens the door 5, vacates the rescuer, takes
- 50 the rope 40 and unfastens it and passes it through the rings 39, if this has not already been done, and then secures this rope 40 to any suitable object, such as a stake driven

in the ground. The rope 40 is preferably placed so that the rescuer 1 will always be on the lee side of the rope and the rope will be to windward of the rescuer 1. The operator then secures the rope 42 to the ring 41 and then reverses the motor 28, closes and fastens the door 5, so that it will be tight, 60 and starts the rescuer on its return voyage to the ship. Meanwhile those on the ship have taken up the slack of the rope 40 and secured the same in place, so that when the rescuer returns, it will return properly and 65 at the same time the rope 42 is payed-out through the hands of the operator who stands on the beach. When the rescuer reaches the ship, it is taken on deck, filled as before and launched, and this time its 70 voyage is accelerated by the rope 42, which is pulled by the person who has been landed. The steering then becomes of secondary importance, as the rope 40 guides the rescuer. The landing and return voyage are the same 75 as before, and the operations of the rescuer are continued, as above described, until the persons on the wreck have been landed.

While we have shown and described one embodiment of our invention, it is obvious 80 that it is not restricted thereto, but is broad enough to cover all structures that come within the scope of the annexed claim.

What we claim is.

In a vessel of the class described, a cylindrical hull with a pointed front end and hemispherical rear end, a frame on the rear end, a propeller protector secured to said frame, a propeller and means for driving the same, a rudder and a steering wheel and 90 connections between said wheel and rudder whereby the vessel may be steered, a turret and a door to which said turret is attached, a ventilating pipe at the upper portion of said turret, transparent members in said turret so as to permit a person in said vessel to 95 steer the same, a light in front of said turret and above the same so as not to obstruct the vision of the navigator of the vessel and rings on the exterior of the hull of said 100 vessel adapted to receive a guiding rope.

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