H. B. JOYCE.

LIFE BOAT.

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1,183,647.

Patented May 16, 1916.

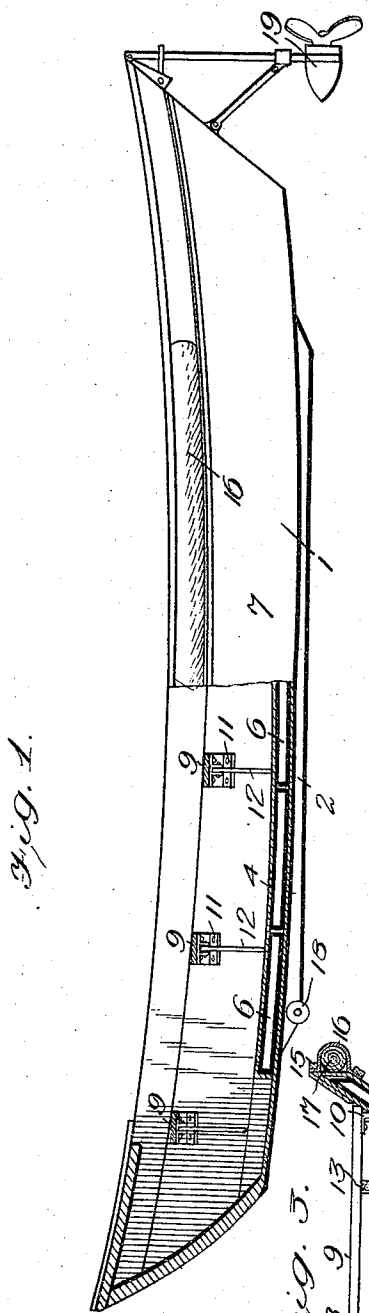


Fig. 1.

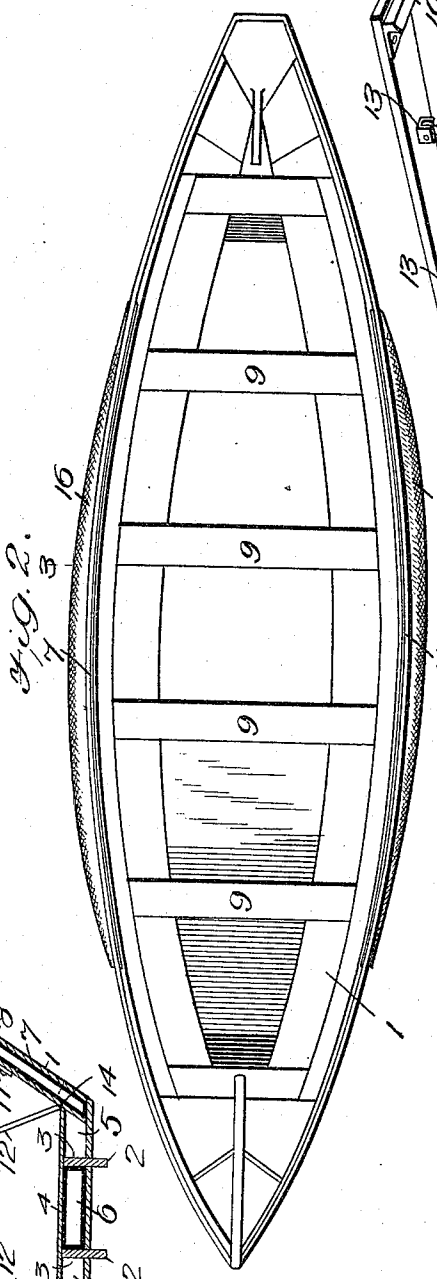


Fig. 2.

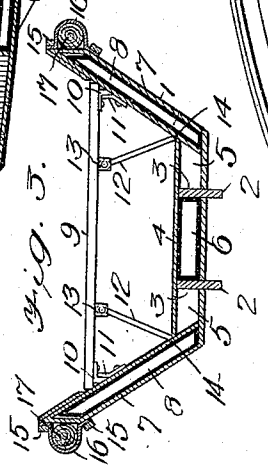


Fig. 5.

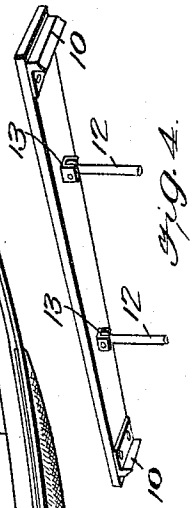


Fig. 4.

WITNESSES

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LIFE-BOAT.

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To all whom it may concern:

Be it known that I, HANSON BUD JOYCE, a citizen of the United States, and a resident of Seattle, in the county of King and State of Washington, have made certain new and useful Improvements in Life-Boats, of which the following is a specification.

This invention relates to life boats.

An object of the present invention is to provide a life boat with novel and removable thwarts allowing a plurality of similarly constructed boats to be nested one within the other to thus occupy little space which is such an important consideration on board a ship.

A further object is to provide a boat including twin keels with connected keelsons thus dividing the bottom of the boat into three longitudinal sections and providing in connection therewith water tight cases disposed within the center section providing for the storage of food and drink and when empty acting as buoyant means.

A further object is to provide a life boat with air cases or tanks extending between the boat frames and aiding in the support of the planking which rests thereupon.

A further object is to improve generally and enhance the utility of life boats and with these and other objects in view which will appear as the description proceeds the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, can be made within the scope of what is claimed without departing from the spirit of the invention.

In the drawings accompanying this specification and forming a part thereof the preferred embodiment of my invention is illustrated, in which:—

Figure 1 is a view in side elevation of a life boat embodying the features of my invention, portions of the boat being broken away to more clearly illustrate the internal arrangement. Fig. 2 is a top plan view of the foregoing. Fig. 3 is a cross sectional view taken on line 3—3 of Fig. 2. Fig. 4 is a view in perspective of one of the removable thwarts.

Referring to the drawings in which similar reference numerals designate corresponding parts throughout the several views, the life boat includes a hull 1 of the ordinary and seaworthy type and is provided with the twin keels 2 to which the keelsons 3 are secured. The two keelsons divide the bottom of the hull into center and side compartments or sections 4 and 5. A plurality of tanks 6 are disposed in the center longitudinally extending compartment 4 which tanks are to be kept supplied with food and drink and any other equipment which may be of use in the case of a ship wreck. The tanks when empty act in the capacity of buoyant members should the boat become partly submerged. The side compartments 5 serve as troughs in which the water of spray will be collected where it will act as ballast or may be removed by a suitable bailing device. The sides 7 of the boat hull are provided with the air tanks 8 which lend the requisite buoyancy and stability to the boat.

It has been found almost impossible on board ship to provide a sufficient number of life boats to accommodate all the passengers due to the excessive amount of space requisite for such equipment. In view of this I provide the life boat with the removable thwarts 9 which allows a number of boats to be nested one in the other and thus occupy comparatively little space. Each thwart is provided with the hooks 10 which are adapted to engage the eyes 11 carried by the boat side whereby the thwarts will be held securely in place and the boat held and reinforced against bulging. A pair of braces 12 are secured to the thwarts by the hinges 13 and when in their lowered supporting position connect strongly with the bight or vertex 14 defined between the bottom and sides of the boat hull. This will prevent the braces from moving in either direction when a load is brought to bear thereon.

Strips 15 extend along the sides of the hull and are formed in pairs between which extends the canvas curtain or bag 16 in which the sails 17 are positioned and held. These canvas bags with their contents form buffers or fenders for the protection of the boat side and at the same time are easily accessible and may be mounted upon oar masts in a quick and expeditious manner when the occasion so arises.

The keels may be provided with rollers 18 and the boat equipped with oars and other auxiliary devices such as a removably portable motor 19 should it be so desired. The life boat as thus constructed may be conveniently nested

in other life boats possessing the same characteristics. The thwarts may be readily and quickly inserted in place for the accommodation of the passengers and will brace and reinforce the boat in a manner comparing favorably with those of the permanent type.

Having thus fully described my invention, what I claim is—

1. The combination with a boat, of a thwart having interlocking engagement at its ends with the sides of the boat and provided on its under side with braces for engaging the bottom of the boat at the junction of bottom with the sides.

2. A life boat adapted to be nested within similarly constructed life boats comprising a hull, a plurality of thwarts therefor, each of said thwarts provided with hooks depending from the extremities thereof, eyes carried by the sides of the boat hull adapted to receive said hooks therein, and braces hingedly secured to said thwarts projecting therebeneath and adapted to engage the bights included between the boat sides and bottom.

3. A life boat comprising a hull with twin keels, keelsons extending longitudinally of the boat bottom and dividing the same into central and side compartments, buoyant tanks disposed within said central compartment adapted to act as containers for provisions, and buoyant air tanks contained in the sides of the boat hull adding buoyancy and stability thereto.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents. Washington, D. C."