May 7, 1929. J. B. PONTIKIS 1,712,167

LIFE SAVING BOAT

Filed Aug. 4, 1928

Fig. 1.

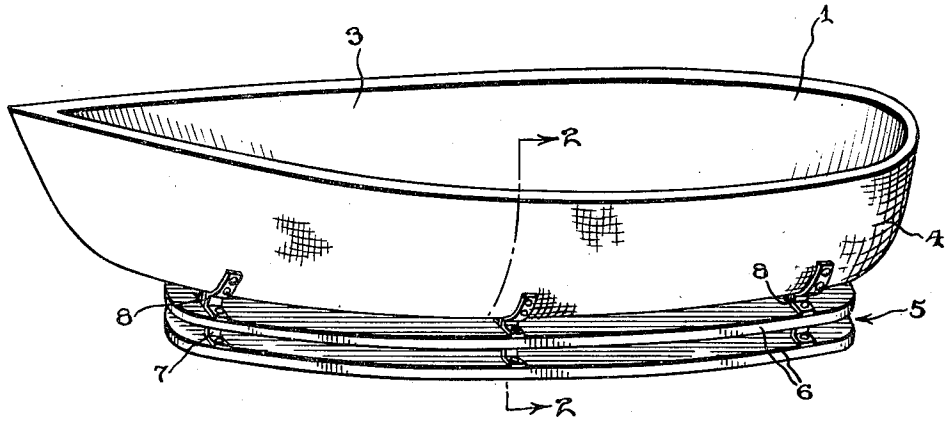
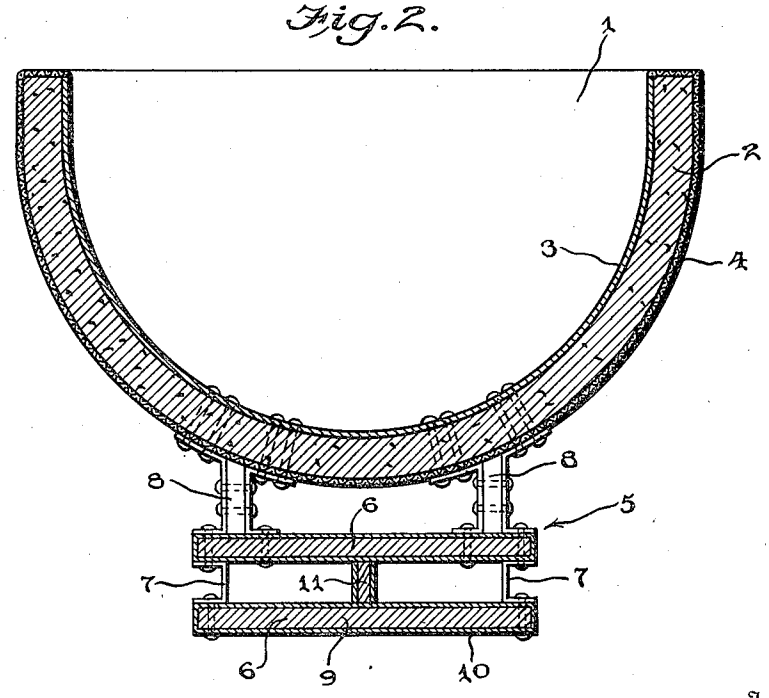


Fig. 2.



Inventor

John B. Pontikis

By George A. Prevost

Attorney

Patented May 7, 1929. 1,712,167

UNITED STATES PATENT OFFICE.

JOHN B. PONTIKIS, OF WASHINGTON, DISTRICT OF COLUMBIA.

LIFE-SAVING BOAT.

Application filed August 4, 1928. Serial No. 297,480.

My invention consists in new and useful improvements in life boats, and has for its object to provide a boat which is practically non-sinkable, and one which will withstand the battering of a rough sea.

Another object of my invention is to provide a life boat, equipped with an improved keel, which is adapted to prevent capsizing of the boat by the severe motion of the water which a boat of this type usually encounters.

With the above and other objects in view which will appear as the description proceeds, my invention consists in the novel features herein set forth, illustrated in the accompanying drawing, and more particularly pointed out in the appended claims.

Referring to the drawing, in which numerals of like character designate similar parts throughout both views,

Fig. 1 is a perspective view clearly illustrating my improved keel arrangement, and

Fig. 2 is a sectional view, taken on line 2—2 of Fig. 1, showing the details of construction of the boat proper and the keel.

In the drawing, 1 represents the hull or body of the boat, which consists of a substantially thick layer of cork 2, interposed between an inner lining 3 of metal sheet, preferably steel, and an outer cover 4, of canvas, which extends upwardly and is folded over the upper extremities of the cork layer 2. This canvas cover 4 may be glued to the cork layer 2, or otherwise suitably secured in place.

Along the under side of the hull 1, and extending longitudinally thereof, I provide a keel 5, which is composed of a plurality of horizontally disposed plates 6, in superposed relation, and spaced apart from one another by suitable brackets 7. The keel 5 is secured to the bottom of the hull 1, by means of a plurality of supports 8, which may be riveted or otherwise secured to said hull. Each of the superposed plates 6, preferably consists of a body portion of wood 9, covered with a metal sheeting 10, as clearly shown in Fig. 2, to more readily withstand the effects of rocks or ice, which may be encountered by the boat. 11 represents a strip of material similar to the plates 6, and interposed therebetween in vertical position, extending longitudinally for the entire length of said plates, whereby the lateral rocking of the boat is reduced to a minimum.

By the use of my improved keel, it will be seen that the water itself, in which the boat is launched, will tend to equalize the motion of the boat by its contact with the superposed plates 6, and the longitudinally extending vertical plate 11, thus maintaining said boat in a substantially upright position.

The combined metal, cork and canvas hull provides a boat of great buoyancy, and one which will efficiently carry a large number of persons without fear of its being submerged or destroyed by the elements.

While I have shown and described my invention as embodied in a life boat, it is obvious that the same principle may be employed to equal advantage in connection with other floating vessels.

From the foregoing, it is believed that the construction, operation and advantages of my invention may be readily understood by those skilled in the art, and I am aware that changes may be made in the details disclosed, without departing from the spirit of the invention, as expressed in the following claims.

What I claim and desire to secure by Letters Patent is:

1. A boat comprising a hull composed of layers of metal and cork, and covered with a suitable fabric, and a keel comprising a plurality of superposed horizontal plates arranged in spaced relation, and extending longitudinally of said hull.

2. A boat comprising a hull composed of layers of metal and cork, and covered with a suitable fabric, and a keel comprising a plurality of superposed horizontal plates arranged in spaced relation, and at least one vertically disposed plate interposed between said first named plates, said plates extending longitudinally of said hull.

3. A boat comprising a hull composed of layers of metal and cork, and covered with a suitable fabric, and a keel comprising a plurality of superposed horizontal plates arranged in spaced relation, and at least one vertically disposed plate interposed between said first named plates, said plates extending longitudinally of said hull, and each being composed of a base of wood covered with a metal sheeting.

4. A boat as claimed in claim 1, wherein

said hull comprises an inner lining of metal, an intermediate layer of cork, and a covering of canvas.

5. In a life boat, a keel comprising a plurality of superposed horizontal plates arranged in spaced relation, and a vertically disposed plate interposed between said first named plates and extending longitudinally thereof.

6. In a life boat, a keel comprising a plurality of superposed horizontal plates arranged in spaced relation, and a vertically disposed plate interposed between said first named plates and extending longitudinally thereof, each of said plates being composed of a base of wood covered with a metal sheeting.

In testimony whereof I affix my signature.

JOHN B. PONTIKIS.