L. SESTY.

LIFEBOAT.

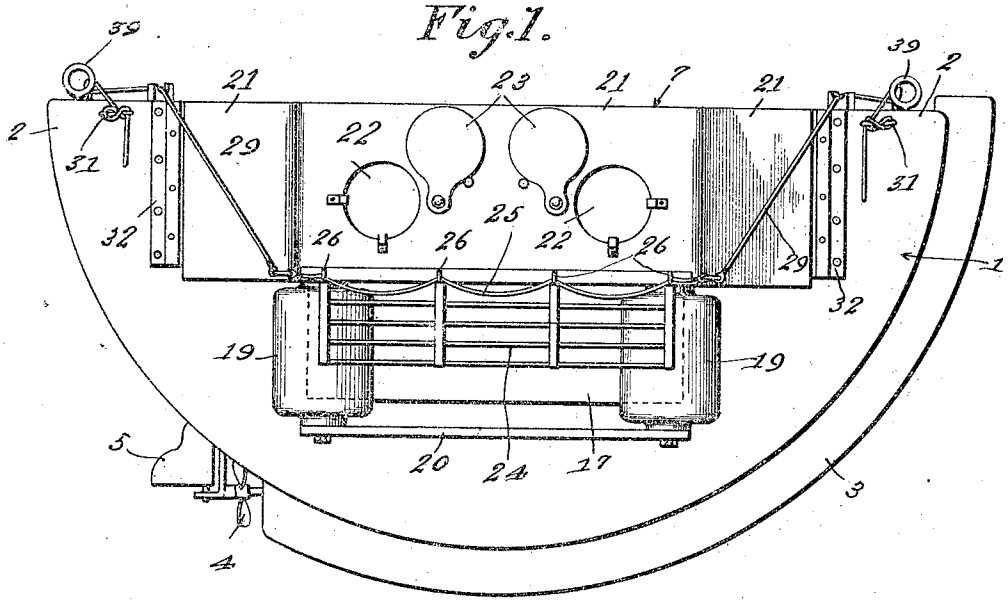
APPLICATION FILED NOV. 11, 1919.

1,352,318.

Patented Sept. 7, 1920.

4 SHEETS—SHEET 1.

Fig. 1.



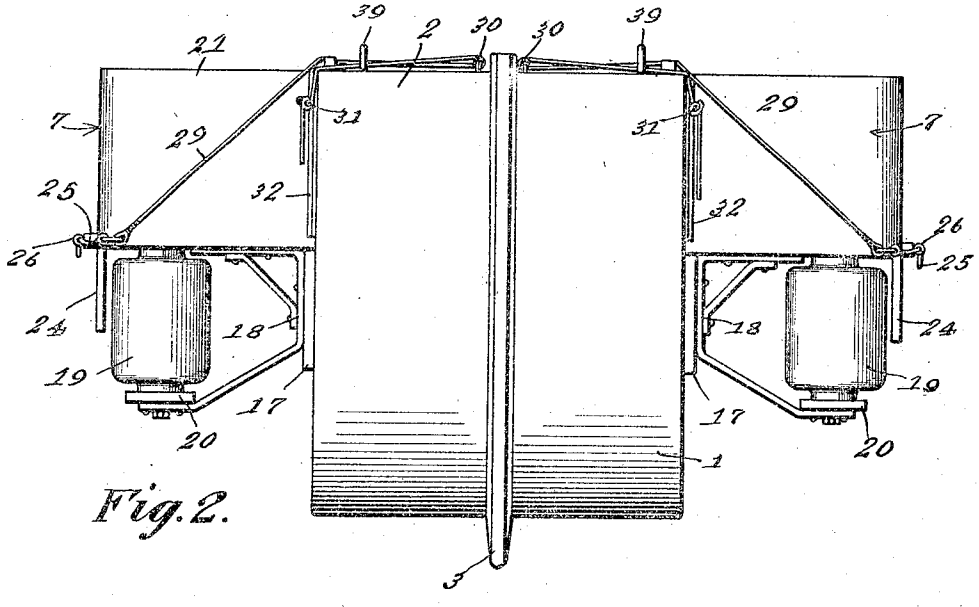


Fig. 2.

Witnesses
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4 SHEETS—SHEET 2.

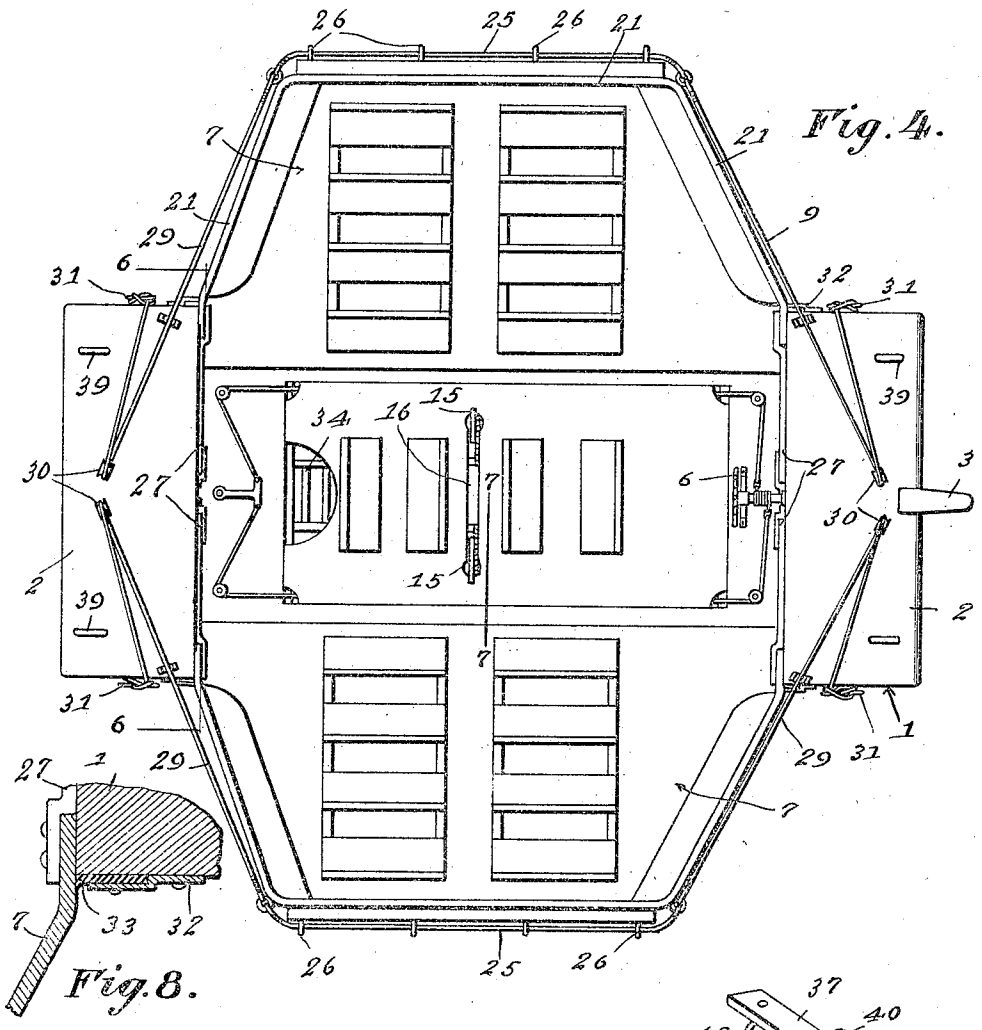


Fig. 4.

Fig. 8.

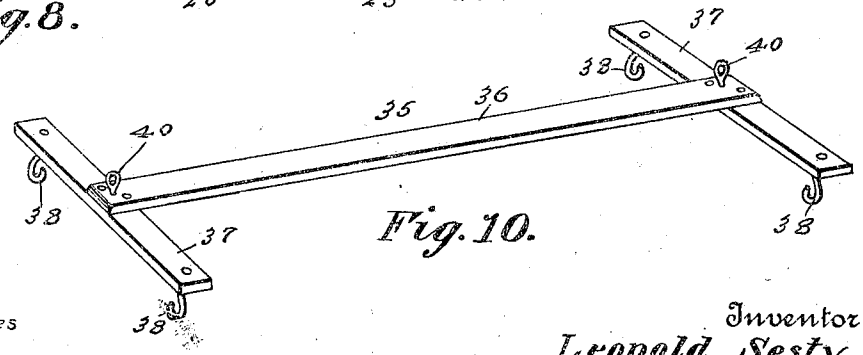


Fig. 10.

Witnesses

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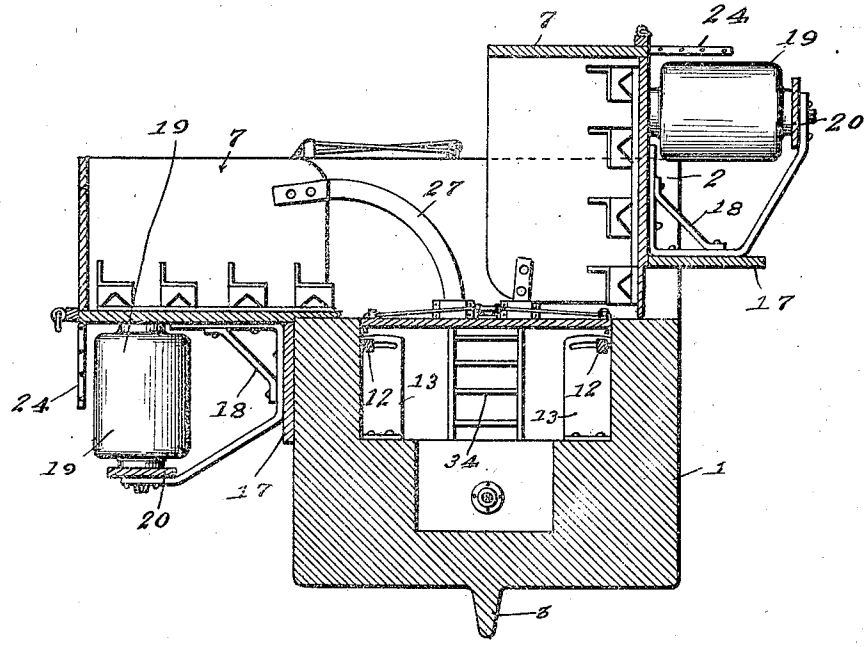
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4 SHEETS—SHEET 3.

Fig.5.



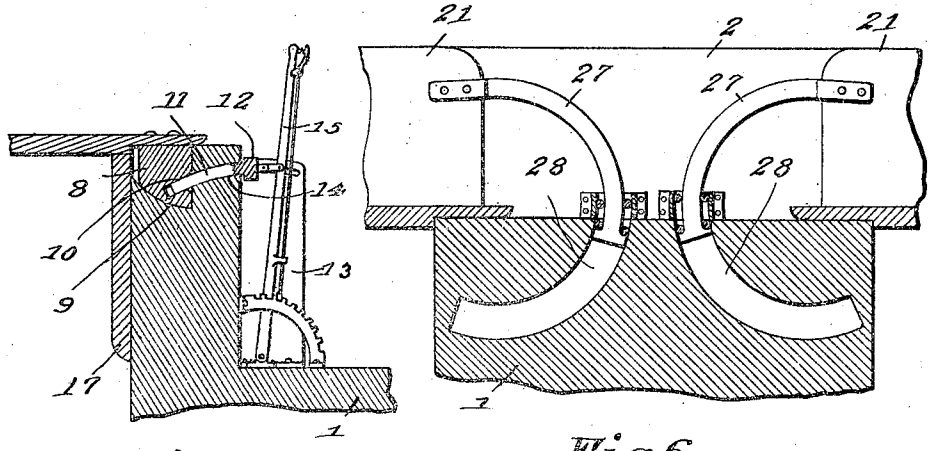


Fig.7.

Fig.6.

Inventor

Witnesses

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4 SHEETS—SHEET 4.

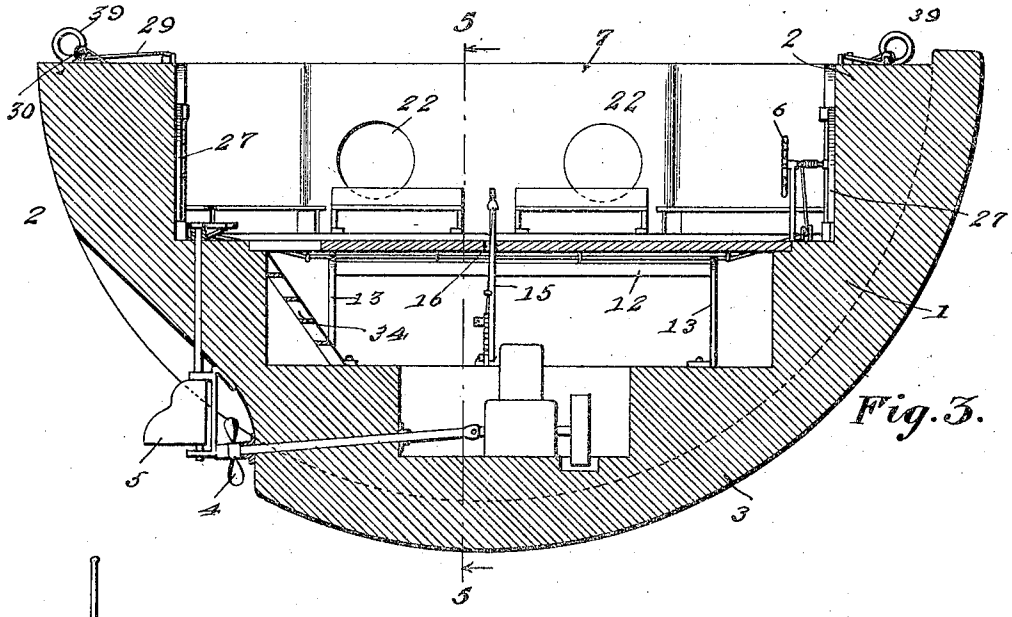


Fig. 3.

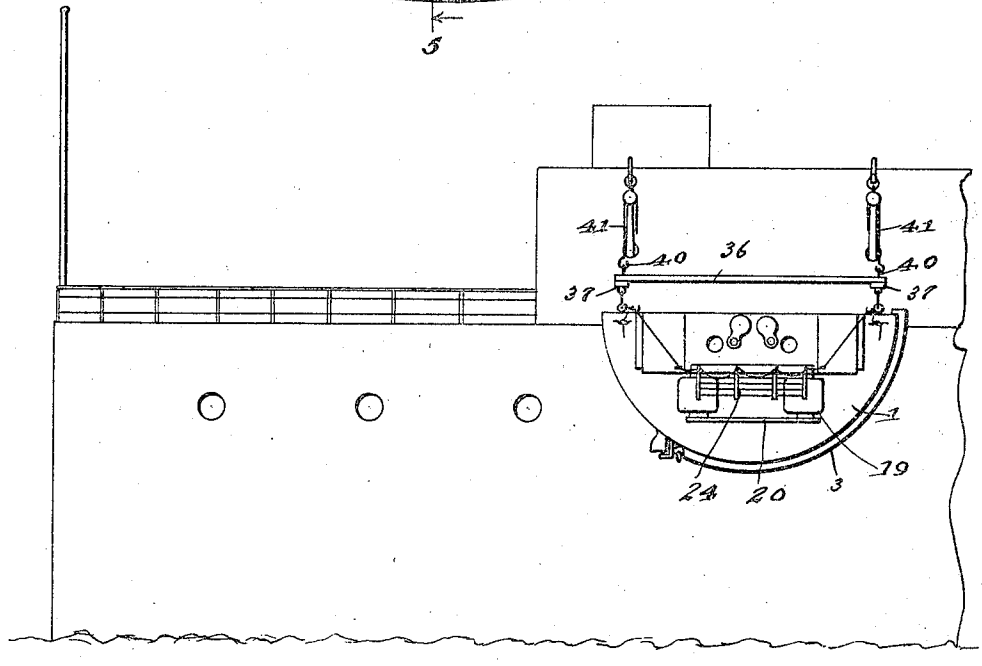


Fig. 9.

Witnesses
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UNITED STATES PATENT OFFICE.

LEOPOLD SESTY, OF BRIDGEPORT, CONNECTICUT.

LIFEBOAT.

1,352,318. Specification of Letters Patent. Patented Sept. 7, 1920.

Application filed November 11, 1919. Serial No. 337,291.

To all whom it may concern:

Be it known that I, LEOPOLD SESTY, a citizen of the United States, residing at Bridgeport, in the county of Fairfield and State of Connecticut, have invented new and useful Improvements in Lifeboats, of which the following is a specification.

This invention relates to improvements in life boats and the principal object of the invention is to provide means whereby parts of the boat will be folded when not in use so that the boat will occupy the minimum amount of space on the vessel and will facilitate the raising and lowering of the same.

Another object of the invention is to provide projecting deck portions provided with air chambers to increase the capacity of the boat and also its buoyancy.

Other objects of the invention relate to the means for foldably connecting the projecting deck portions to the boat, to the means for connecting the air chambers to the said deck portions and to the means for rendering the joints of the said deck portions with the boat water tight when said deck portions are in extended position.

The invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a side view of the invention.

Fig. 2 is an end view.

Fig. 3 is a longitudinal section.

Fig. 4 is a plan view.

Fig. 5 is a section on line 5—5 with one of the deck portions in raised position.

Fig. 6 is a detail section on line 6—6 of Fig. 4 showing a pair of bars attached to the deck sections engaging the curved sockets.

Fig. 7 is a detail section on line 7—7 of Fig. 4 illustrating the means of locking the deck sections in their extended positions.

Fig. 8 is a detail section showing the means for making a water tight joint between the boat and deck sections when the latter are in their extended positions.

Fig. 9 is a view showing the boat swung from the davits of a vessel.

Fig. 10 is a detail view of the suspending member for the boat.

In these views 1 indicates the hull of the boat which is of substantially semi-cylindrical form with flat sides and with the upper part of its stern and bow extending upwardly above the deck, as shown at 2. The hull is provided with a keel 3 which extends from the front to a point under the stern of the boat. At this point the hull is provided with a cutaway portion to receive the propeller 4 and the rudder 5. The propeller shaft extends within the hull and is suitably connected with any desired type of motor. The rudder shaft is connected with the steering wheel 6 in the usual manner.

The movable deck portions 7 are located one on each side of the boat and they are adapted to fit in the space between the upwardly extending portions 2 at the ends of the boat. These deck portions are provided with downwardly extending lugs 8 which are adapted to engage sockets 9 formed in the main deck portion adjacent each flat side of the boat, and these lugs are provided with eyes 10 at the ends with which engage locking pins 11 carried by bars 12 which are slidably supported within the hull by the slotted uprights 13. There are a pair of these bars 12 one on each side so that each bar carries the locking pins for one of the deck sections. These pins pass through holes 14 which pass through the walls of the sockets 9. The bars 12 are actuated by levers 15 suitably connected to said bars and passing through slots 16 in the central section of the deck.

Each side section of the deck has a depending portion 17 which extends at right angles from said deck portions and engages with the flat side of the hull when the said deck portions are in extended position. This portion 17 limits the outward swinging movement of the deck portions. Brackets 18 are secured to each of said depending members 17 and to the bottom part of the side deck portions and these brackets support air chambers 19, these chambers being located under the outer edge of the side deck portions and adjacent the ends thereof. The lower ends of each pair of chambers are connected together by the strip 20. Each side deck portion is provided with side and end

walls 21, the side wall being provided with port openings 22 which may be closed by the doors 23. Depending from the side walls is a ladder 24 and a cable 25 may be strung along the top of the ladder through the eyebolts 26. By this arrangement of parts a person in the water may grab the cable or the ladder when the boat reaches him and draw himself up so that he may be pulled through one of the port holes.

In order to movably connect the side portions of the deck with the boat I provide the end walls of each section with curved bars 27 which are adapted to engage with curved sockets 28 formed in the hull adjacent the end portions 2 so that when the side portions are released from their locking pins and swung upwardly by the cables, 29, said curved bars and sockets will act as guides for said sections. The cables 29 are guided through pulleys 30 and after the sections are raised these cables may be secured to the fasteners 31 on the hull to hold the sections in raised position.

In order to make a water tight joint between the deck sections and the hull when the said sections are in extended position I locate metal strips 32 on the portions 2 and these strips act as binding means for rubber strips 33 which project beyond the inside edges of said portions 2 so as to engage the end walls of the deck portions when the same are in lowered position.

A suitable stairway 34 may be provided for affording access to the interior of the hull from the central deck and both the central deck and the side decks may be provided with suitable seats when desired.

It will thus be seen that when the side deck portions are in extended position they will project from the sides of the hull and the air chambers carried by said side deck portions will tend to prevent the boat from capsizing. These side portions will also greatly increase the capacity of the boat and the ladders and port holes will facilitate the rescue of persons in the water.

When the boat is not being used the side deck portions will be swung upwardly by the cables after first operating the levers to cause the bars to withdraw the pins from the eyes in the lugs. When the deck portions are in their raised position the boat will occupy the minimum amount of space and if the side portions are swung upwardly before the boat is raised from the water the raising of the boat will be facilitated.

In order to support the boat on the ship davits I provide a member 35 which consists of a longitudinally extending piece 36 having a cross piece 37 at each end thereof. Each cross piece carries a pair of hooks 38 which engage eyebolts 39 on the extended ends 2 of the boat. The member 35 is provided with a pair of eyebolts 40 on its upper side which are adapted to receive the hooks of the davit chains 41.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claims.

What I claim is:—

1. A life boat of the class described comprising a hull and side deck portions projecting outwardly beyond the sides of the hull, the decks of said portions forming continuations of the main deck.

2. A life boat of the class described comprising a hull, side deck portions projecting outwardly beyond the sides of the hull the decks of said portions forming continuations of the main deck, and means for swinging said side portions upwardly and inwardly.

3. A life boat of the class described comprising a hull, side deck portions projecting outwardly beyond the sides of the hull, the decks of said portions forming continuations of the main deck, and air chambers connected with the lower parts of said deck portions.

4. A life boat of the class described comprising a hull, movable deck portions at each side thereof and projecting beyond the side of the hull, and air chambers carried by said movable portions.

5. A life boat of the class described comprising a hull having flat sides and upwardly extending end portions, side deck portions fitting in the space between the end portions, means for locking the said deck portions in extended position and means for swinging said portions upwardly and inwardly when unlocked.

6. A life boat of the class described comprising a hull having flat side portions and upwardly projecting end portions, the said side portions having sockets therein, side deck portions, downwardly extending lugs on said portions for engaging said sockets, locking means for holding said lugs in said sockets, levers for actuating said locking means, guiding means for said side portions and means for moving said side portions upwardly and inwardly.

7. A life boat of the class described comprising upwardly extending end portions, hook engaging means thereon, a lifting member consisting of a longitudinally extending bar and a pair of cross bars, hooks on said cross bars for engaging the hook engaging member on the life boat and means for connecting the said lifting member with the davit chains.

In testimony whereof I affix my signature

LEOPOLD SESTY.