F. KRATKY.

LIFE BOAT LAUNCHING MECHANISM.

APPLICATION FILED MAY 6, 1914.

1,103,971.

Patented July 21, 1914.

2 SHEETS—SHEET 1.

Fig. 1.

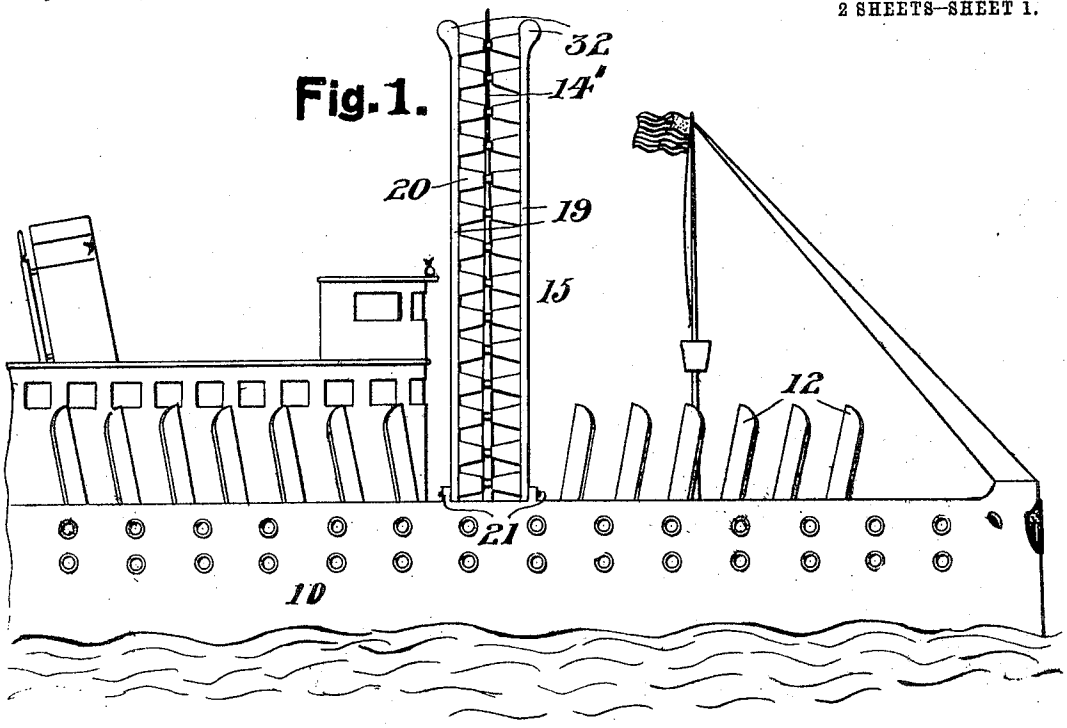
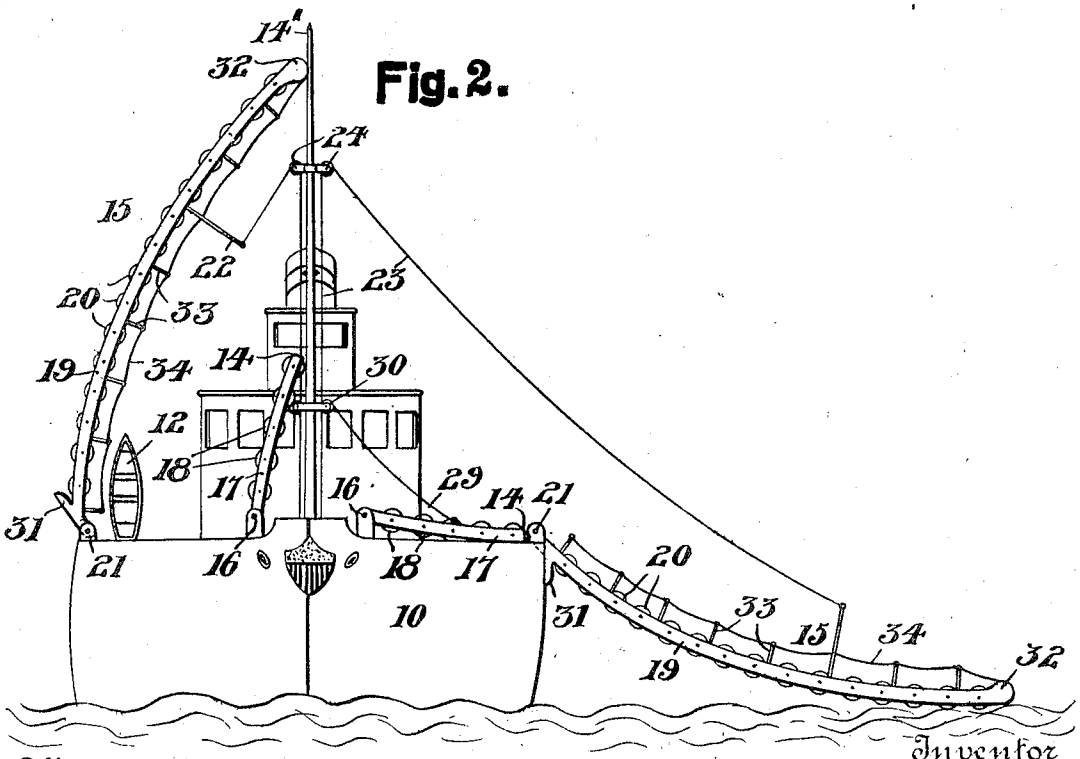


Fig. 2.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

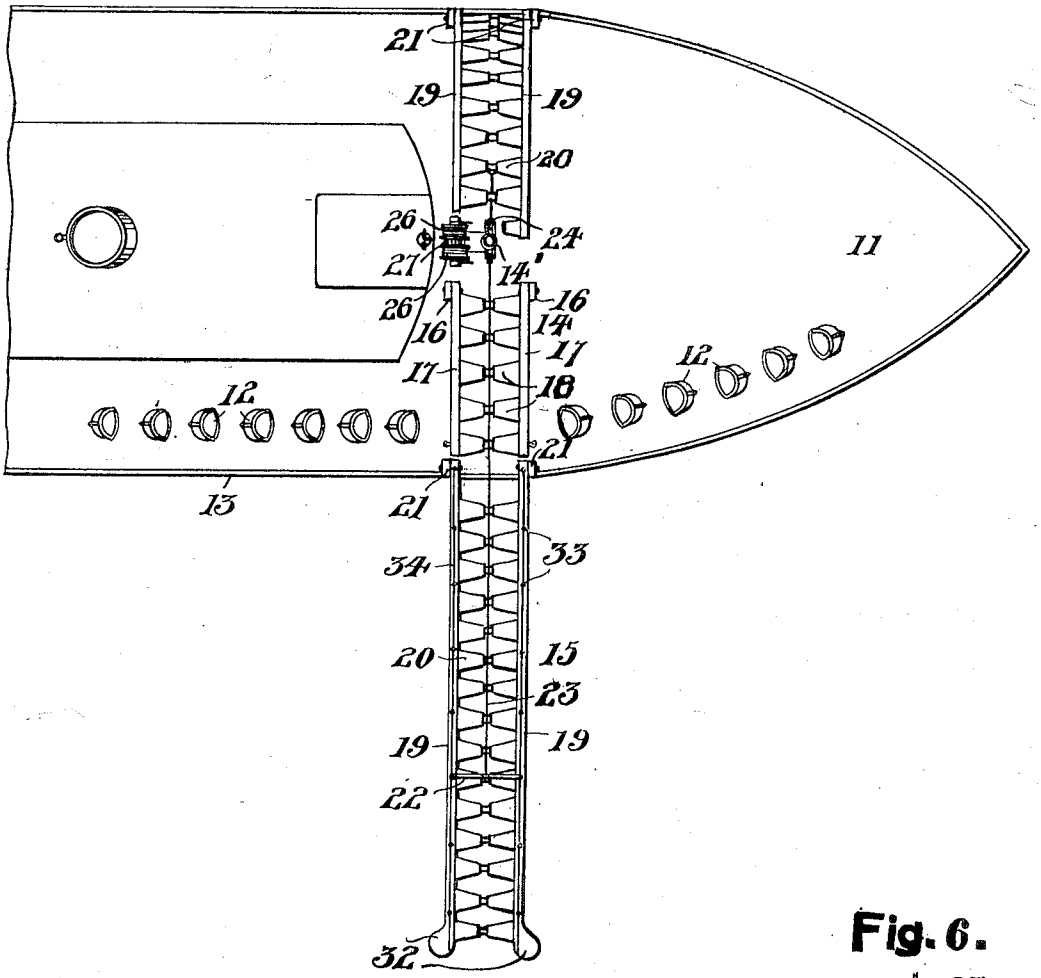


Fig. 4.

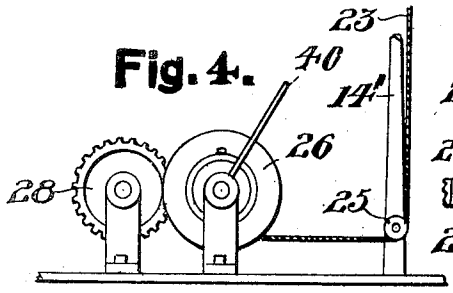


Fig. 5.

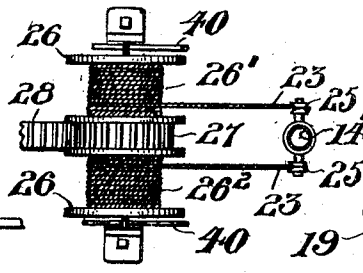
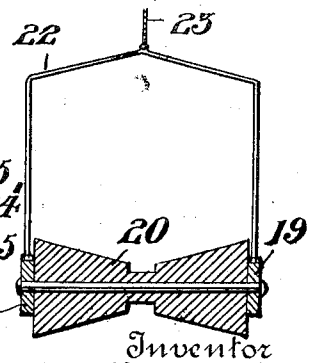


Fig. 6.



Witnesses

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LIFE-BOAT-LAUNCHING MECHANISM.

1,103,971. Specification of Letters Patent. Patented July 21, 1914.

Application filed May 6, 1914. Serial No. 836,717.

To all whom it may concern:

Be it known that I, FRANK KRATKY, a citizen of the United States, and residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Life-Boat-Launching Mechanism, of which the following is a specification.

The primary object of this invention is to provide a serviceable means upon the deck of a ship whereby the life boats carried upon the deck are readily launched into the water filled with passengers whenever the same may be found desirable.

A further object is to provide the deck of a ship with a plurality of life boats and with a folded launching way readily positioned for sliding the boats into the water and then capable of being withdrawn and positioned inoperatively above the deck.

A still further object is to provide pivoted launching ways upon opposite sides of a ship, each consisting of two portions pivoted to the deck and whereby the boats may be guided slidably from the deck to the water.

With these general objects in view and others that will appear as the nature of the invention is better understood, the same consists in the novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the appended claims.

In the drawings forming a part of this application and wherein like numerals of reference designate corresponding parts throughout the several views:—Figure 1 is a side elevation of the bow portion of a ship provided with the present invention with the launching ways inoperatively positioned. Fig. 2 is a front elevation of the ship showing one of the ways inoperative and the other in position for the launching of a life boat thereby. Fig. 3 is a top plan view of the same. Fig. 4 is a side elevation of the lower portion of the mast showing the winding drum. Fig. 5 is a top plan view thereof, the mast being shown in section, and, Fig. 6 is a transverse sectional view taken through the outer section of one of the launching ways.

Referring more in detail to the drawings, the ship 10 is illustrated provided upon its deck 11 with a plurality of life boats 12 mounted on end and positioned adjacent a gunwale 13 of the ship. A mast 14′ is mounted upright centrally upon the deck. Launching ways are positioned upon each side of the mast 14′ for providing a means to launch the life boats 10 into the water. Each of such ways consists of two sections 14 and 15, the inner section 14 of which has its inner end hinged to brackets 16 upon the ship deck and consists of opposite side rails 17 with rollers 18 journaled therebetween. The outer section 15 of the way is provided with similar side rails 19 having rollers 20 journaled between the same. Each outer section 15 is hingedly-mounted to the brackets 21 positioned adjacent the gunwales of the ship and whereby the section 15 of either of the launching-ways may be moved upon its hinges to assume either the operative or inoperative positions, as illustrated in Fig. 2. The outer sections 15 are provided with bails 22 to which cords 23 are secured, and which cords pass over pulleys 24 upon the mast adjacent the top thereof and also over lower pulleys 25, thence passing to the winding drum 26 upon which they are wound. The winding drum 26 is provided with a central gear 27 in constant mesh with a power gear 28 and whereby the drum is operable in either desired direction for winding up or unwinding the cords 23. The inner sections 14 have similar cords 29 secured to each of the same, which cords 29 pass over the pulleys 30 of the mast and are then secured to the before-mentioned cords 23. With this arrangement either side portion 26^1 or 26^2 of the drum 26 may be separately operated for winding up the mounted one of the cords 23 and it will be seen that when such cord 23 is so completely wound up on its drum portion, the free ends of both of the way sections 14 and 15 operatively moved thereby will contact the mast 14′, with both of said sections assuming an arching position above the deck, as illustrated upon the starboard side of the ship in Fig. 2, and in which it will be seen that the inner section 14 is of less length than the outer section 15 and is positioned therebeneath when supported in contact with the mast. A release of the desired portion of the drum 26 allows the two way sections to be pushed outwardly and moved upon their hinges to

their operative positions, as shown upon the port side of the ship in Fig. 2, and during which lowering operation the drum acts as a brake.

The outer sections 15 of the ways are provided with base brackets 31 upon the inner ends of the side rails 19 thereof which are adapted to abut against the outer side of the ship hull when said outer sections are outwardly-positioned for launching the life boats while the outer ends of the rails 19 of said sections 15 of the ways are provided with floats 32 adapted to be positioned upon the water for supporting the outer ends of the way sections. Opposite posts 33 are positioned upon the opposite rails 19 of the outer sections 15, which posts support cords 34, thus forming a railing at both sides of the way sections 15.

It is to be noted that a turning of the gear 27 by means of the power gear 28 operates either of the drum sections 26^1 or 26^2 as controlled by the clutching mechanism lever 40, while the lowering of both of the ways may be accomplished simultaneously by merely disconnecting the power from either or both of the drum sections, and thus allowing the ways to slowly drop to their outer operative positions.

It will be seen that the desired one of the life boats 12 may be readily taken from its position upon the deck and placed upon the deck section of one of the ways 14 and then filled with passengers from the ship, and when the same is filled, the boat may be pushed over the adjacent gunwale and upon the rollers of the adjacent outer section 15 of the way, and whereby the boat will slide downwardly and off of the outer free end of the way into the water, and thus be easily launched without any liability of being capsized, while it is obvious that sailors may be positioned along the side rails 19 of the outer sections 15 if desired, as well as at the terminal floats 32 thereof.

While the forms of the invention herein shown and described are what are believed to be preferable embodiments thereof, it is nevertheless to be understood that various forms and modifications may be resorted to without departing from the spirit and scope of the invention as claimed.

What I claim as new is:—

1. In combination with a ship having a mast centrally-mounted on the deck thereof, of pivoted way sections positioned upon the deck and at opposite sides of the mast, floats upon the outer free ends of the outer ones of said way sections and adapted for positioning upon the water, a winding drum upon said deck, hoisting cords secured to said way sections and having portions thereof wound upon said drum, and operative winding means for said drum whereby said way sections are adapted for assuming arched positions above the deck contacting said mast.

2. A device of the class described, comprising a ship having a deck and a mast centrally-mounted thereon, inner way sections hingedly-mounted upon the deck at opposite sides of the mast and adapted for contacting the mast when in their inoperative positions, outer way sections hinged to the opposite gunwales of the ship and also adapted to contact the mast with their free ends when inoperatively positioned in arched formation above the deck, and operating means for said way sections.

3. A device of the class described, comprising in combination with a ship having a mast centrally-positioned upon the deck thereof, of inward way sections oppositely-hinged to the deck adjacent the foot of the mast and terminating short of the adjacent gunwale of the ship when operatively-positioned, outer way sections hinged to the opposite gunwales of the ship and adapted for positioning the free ends thereof in floating contact with the water, said way sections comprising side rails and rollers mounted therebetween, pulleys upon opposite sides of said mast, winding drums at the foot of said mast, cords secured to the sections of each way and passing over said mast pulleys and around the said drums, and operating means for said drums.

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

FRANK KRATKY.

Witnesses:
SIMON STEIN,
GRACE GOSSIN.