

(No Model.)

2 Sheets—Sheet 1.

J. WORMLEY.

Life Saving Apparatus.

No. 242,091.

Patented May 24, 1881.

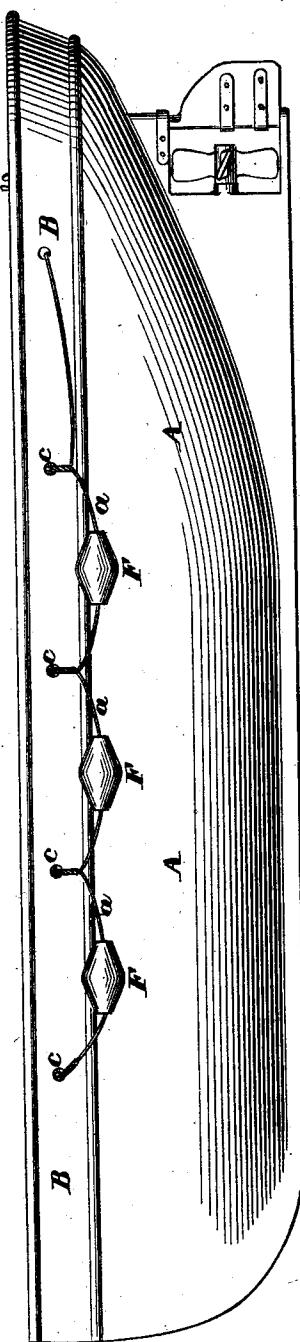
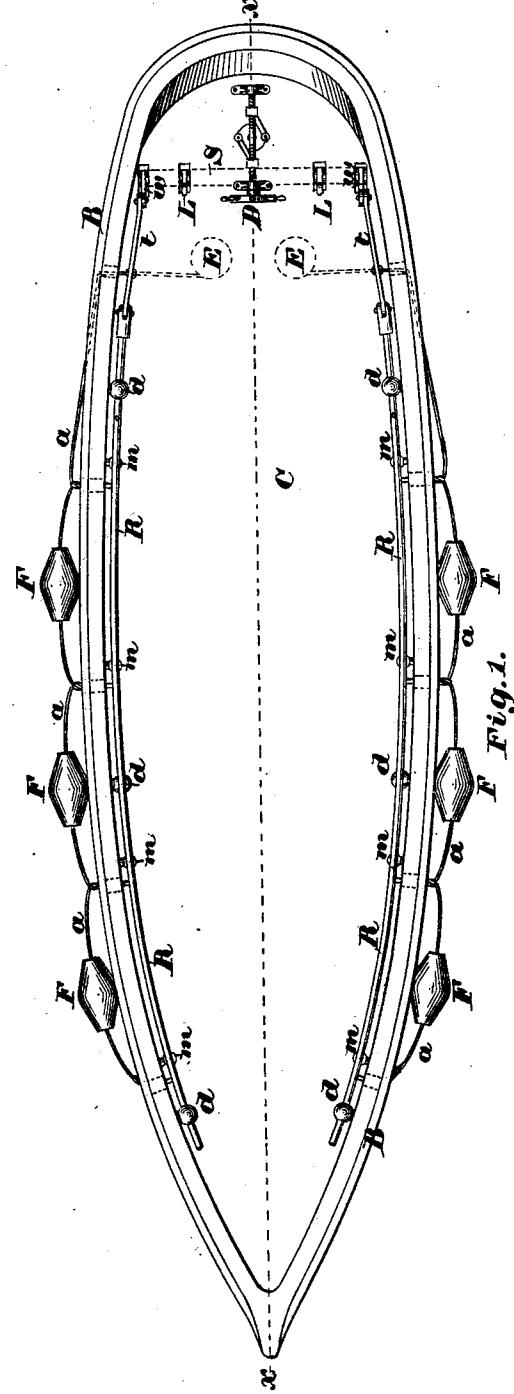


Fig. 2.



Inventor:

James Wormley
by W.W. Swan
his atty

Witnesses:

Sandwichates
H. G. Olmsted

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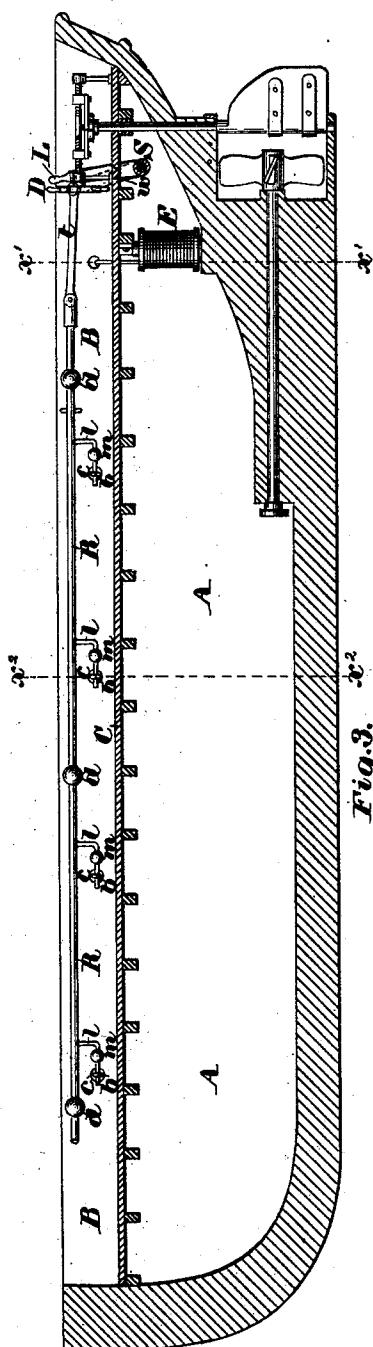


Fig. 3.

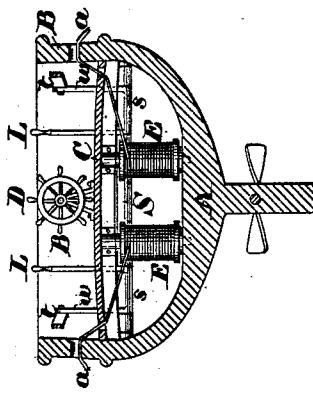


Fig. 4.

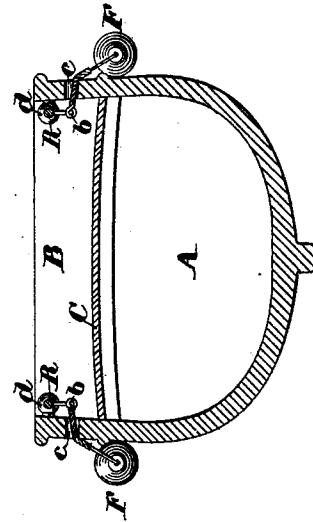


Fig. 5.

Witnesses:

Sam'l W. R. Bates
H. G. Olmsted.

Inventor:

James Wormley
by P. W. Swan
his atty.

UNITED STATES PATENT OFFICE.

JAMES WORMLEY, OF WASHINGTON, DISTRICT OF COLUMBIA.

LIFE-SAVING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 242,091, dated May 24, 1881.

Application filed March 11, 1881. (No model.)

To all whom it may concern:

Be it known that I, JAMES WORMLEY, of Washington, District of Columbia, have invented an Improvement in Life-Saving Apparatus for Ships, of which the following is a specification.

The invention consists in a float or a number of floats attached to the free end of a rope, which at that end has one or more eyes and runs out as the ship moves through the water, in combination with a lock and cast-off mechanism consisting, essentially, of a sliding rod at the ship's side, provided with projecting arms, which, in their normal position, are passed through each an eye in the rope, but which disengage therefrom by a movement of the sliding rod which is controlled, through suitable intervening mechanism, by a hand-lever near the ship's wheel.

For the greater efficiency of the apparatus it is duplicated, that a string of floats may be detached from either or both sides of the vessel.

In the drawings, Figure 1 is an upper-deck plan of a propeller embodying my invention. Fig. 2 is a side elevation of such propeller. Fig. 3 is a sectional elevation on line $x-x$ of Fig. 1. Fig. 4 is a sectional elevation on line $x'-x'$ of Fig. 3. Fig. 5 is a cross-section on line $x''-x''$ of Fig. 3.

A is the ship's hull, B the bulwarks, C the upper deck, and D the wheel. E E, two vertical drums.

F F, &c., are floats attached, as shown, to the ropes $a a$, spliced portions of which, furnished with eyes b , pass through holes c in the ship's bulwarks.

R R are wire rods on the inner side of the bulwarks, along either side of the ship, and having a longitudinal sliding motion in eyebolts d . Near each hole c they are provided with bent projecting arms or hooks l , of smaller wire, the free ends of which pass through smaller eyebolts m , and also through the eyes b of the ropes a . The length of each hook l is such that when the arm, partaking of the motion of its rod R , is drawn back it slips from its eye b in the rope.

S is a fixed shaft below the upper deck, near the stern of the vessel, as shown. At either end it has a sleeve, s , an arm, w , projecting from which, through the deck near the bulwarks, is connected by a link, t , with one of the rods R , while a hand-lever, L , also rigidly connected with the sleeve, projects through the deck near the wheel, as shown, or at some place where a watch is constantly required.

I claim—

In a life-saving apparatus, the combination, with the floats F , having their rope a twisted and passed into sleeves or tubes c in the sides or bulwarks of the vessel, of the sliding rods R , adapted to be connected to mechanism for giving them their sliding motion, and having elbow-arms l supported in eyes or brackets m , and passed through the loops of the twisted and sleeved portions of the rope a , substantially as and for the purpose set forth.

JAMES WORMLEY.

Witnesses:

W. W. SWAN.

D. REITENHOUSE.