

T. TESDAL.
LIFE BOAT.

APPLICATION FILED AUG. 3, 1912.

1,051,781.

Patented Jan. 28, 1913.

3 SHEETS—SHEET 1.

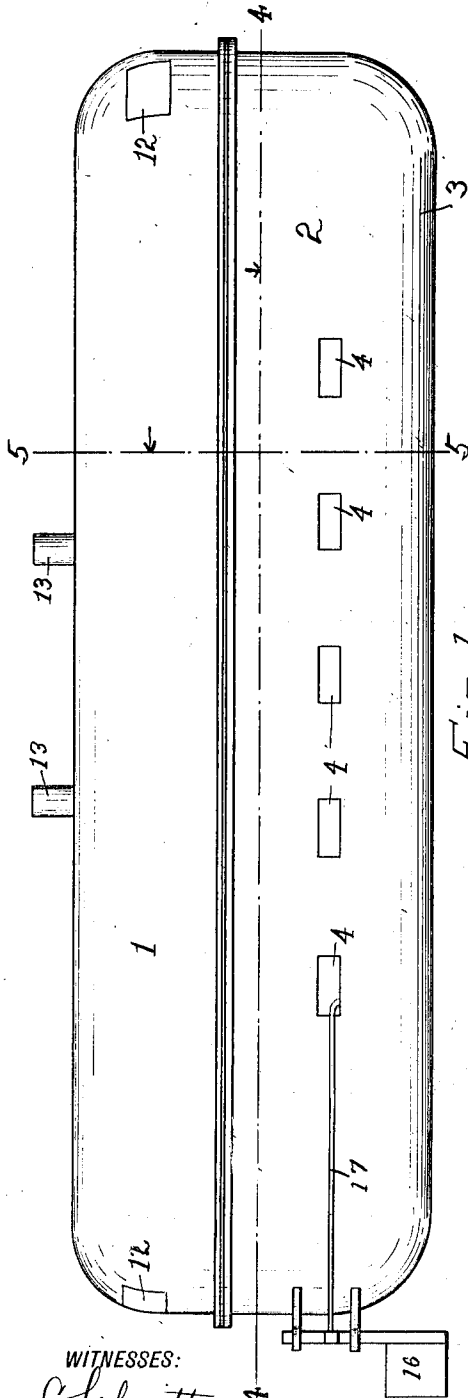


Fig. 1.

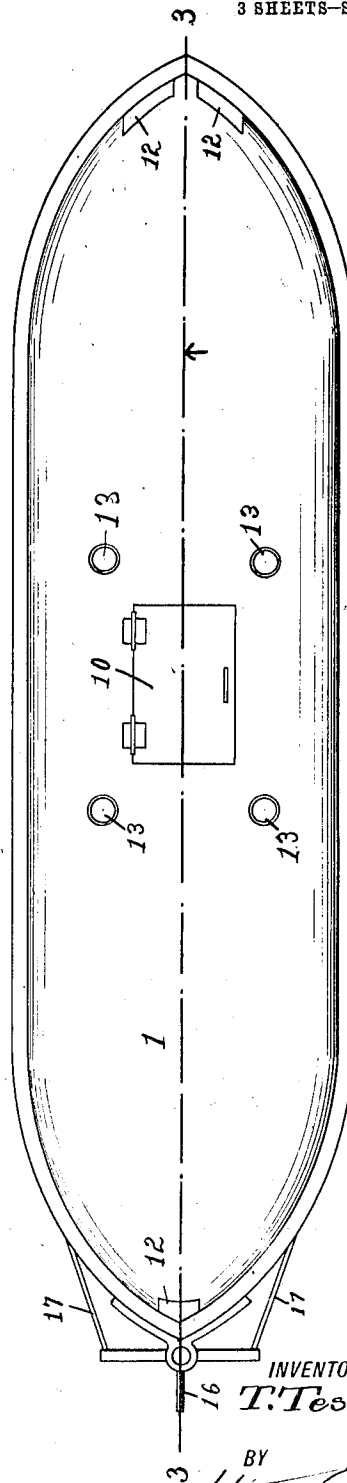


Fig. 2.

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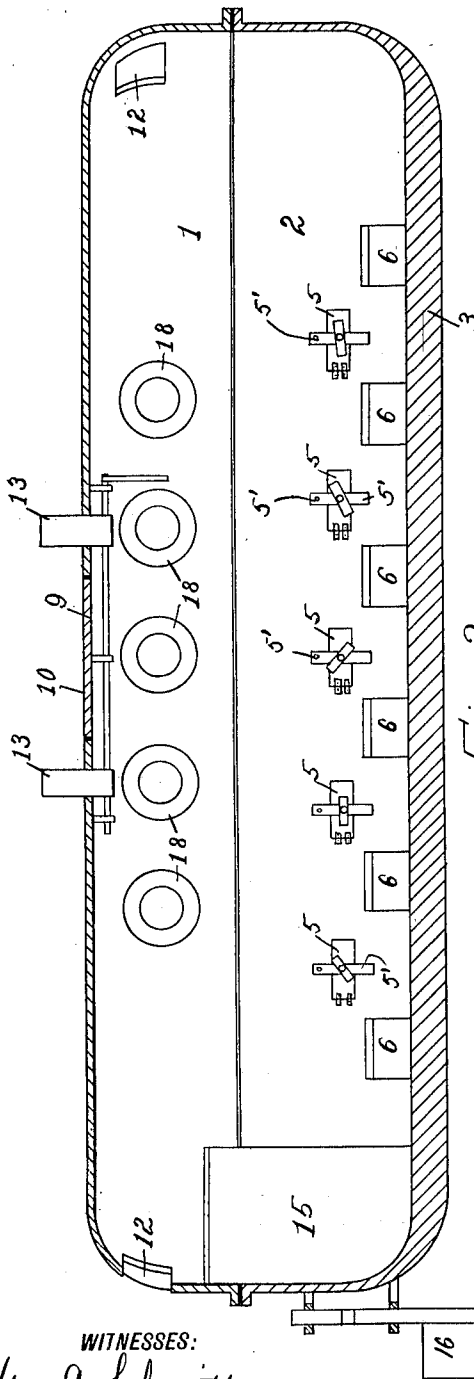


Fig. 3.

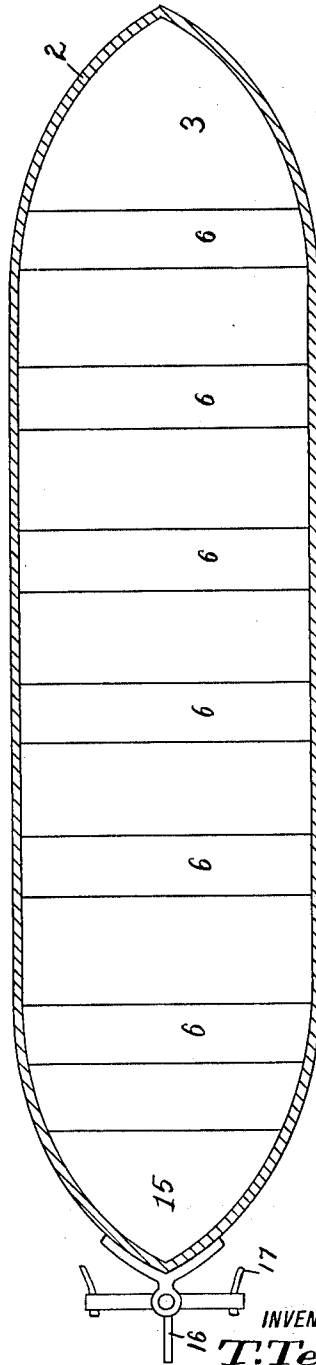


Fig. 4.

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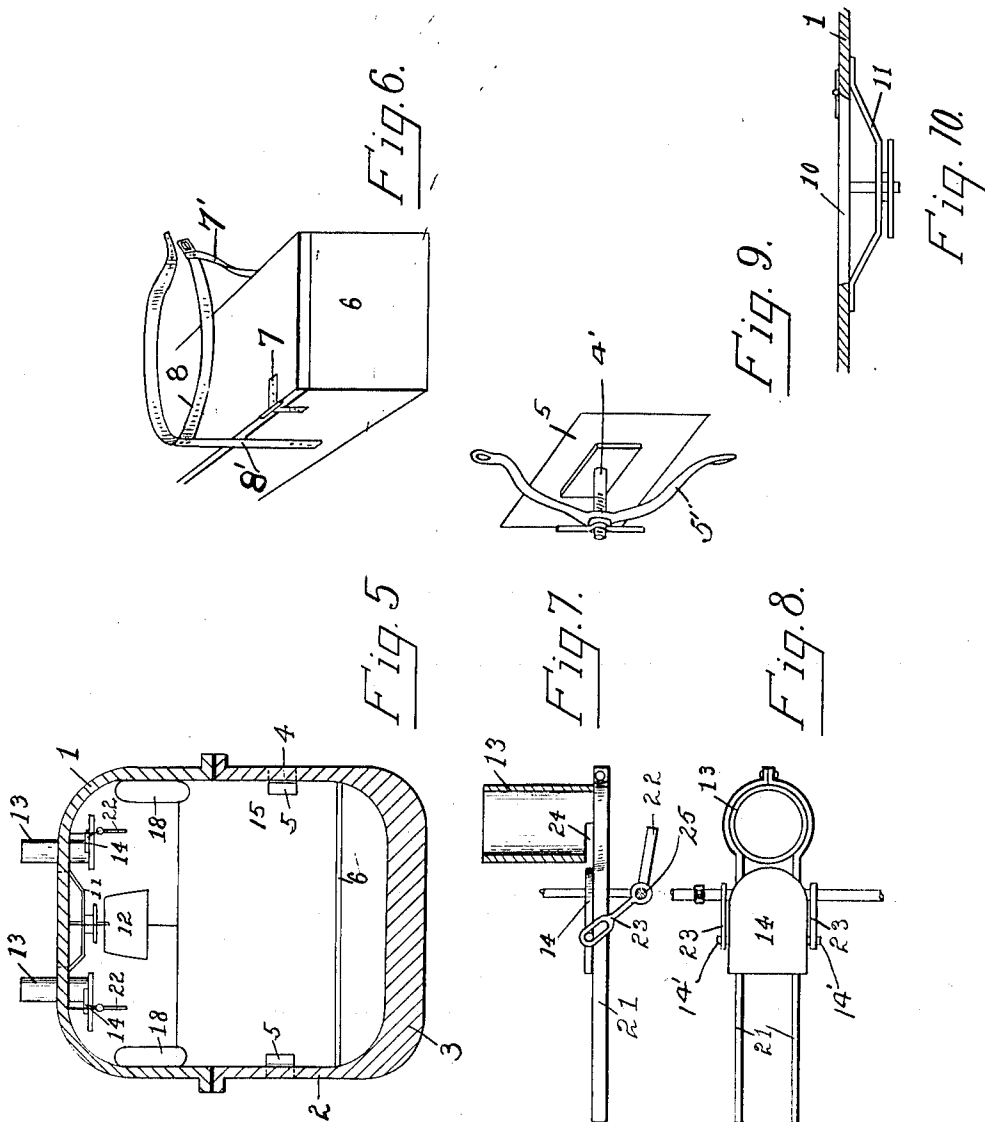
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THOMAS TESDAL, OF PORTLAND, OREGON.

LIFE-BOAT.

1,051,781.

Specification of Letters Patent.

Patented Jan. 28 1913.

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To all whom it may concern:

Be it known that I, THOMAS TESDAL, a citizen of the United States, residing at Portland, in the county of Multnomah and State of Oregon, have invented certain new and useful Improvements in Life-Boats, of which the following is a specification, reference being had to the accompanying drawings.

10 This invention relates to new and useful improvements in life boats, the various objects of the invention are to provide a life boat of a water tight character, to provide means and so arrange the boat that it is adapted for use as an ordinary life boat, to provide means for propelling within the same, and to provide means for supplying fresh air to the boat for the occupants thereof without the admission of water.

20 Another object of the invention is to provide a life boat of the above character which will possess advantages in points of efficiency and durability, is inexpensive to manufacture and at the same time is simple in construction and operation.

25 With the above and other objects in view, the invention consists in the novel features of construction and the combination and arrangement of parts hereinafter more fully described, pointed out in the claims and shown in the accompanying drawings in which,

30 Figure 1 is a side elevation of a life boat constructed in accordance with my invention. Fig. 2 is a top plan view. Fig. 3 is a sectional view taken on the line 3—3 of Fig. 2. Fig. 4 is a sectional view taken on the line 4—4 of Fig. 1. Fig. 5 is a transverse sectional view taken on the line 5—5 of Fig. 1. Fig. 6 is a detail perspective view of one end of one of the seats arranged in the boat. Fig. 7 is a vertical sectional view through one of the air inlets showing the operating means for opening and closing the same. Fig. 8 is a top plan view of one of the inlet openings. Fig. 9 is a detail perspective view of the clamping means which hold the doors of the oar openings in a closed position. Fig. 10 is a side elevation of the clamping means which hold the hatch door in its closed position.

In carrying out my invention, the body of

the boat is preferably formed in two sections, namely, the top or upper section 1 and the lower section 2 which is the hull of the boat. The upper and lower edges of the respective sections are connected together in any suitable manner and are adapted to have packed between them rubber or other water proof material so as to prevent water from entering the boat between the sections.

60 The hull of the boat is to be constructed of heavy steel plate with an exceptionally heavy bottom as shown at 3 while the top section 1 will be of lighter steel plate so that in case of the boat rolling over in a severe storm, the heavy bottom will cause it to right itself again.

70 The hull of the boat is provided upon each side thereof with a plurality of openings 4 arranged adjacent the upper edge of the hull through which the oars are adapted to be inserted, these openings will be closed by means of the swinging doors 5 when not in use so as to make the hull water tight. The doors 5 are held securely closed by means of the substantially U-shaped clamping members 5', the intermediate portions of which are threaded upon the inwardly extending rods 4' secured to the inner face of the doors 5. Thus it will be seen that when the doors are closed, the clamping members will be swung transversely across the door and engage the hull of the boat to hold the doors in a closed position.

85 Arranged within the hull of the boat are the seats 6 which are preferably of locker form so that the top which is hinged to the seat as shown at 7 may be raised whereby provisions can be placed in the locker for use in an emergency case. These seats which are of locker form are to be of sufficient size so as to hold about two weeks provisions for the occupants of the boat. Secured to the seats are the belts 8 which are adapted to encircle the waist of the persons occupying the seat so that they will not be thrown therefrom in case of the boat turning over. The belt is secured firmly to the back of the seat by means of the strap 8' and is further secured to the front of the seat by means of the strap 7'.

100 The top portion 1 of the boat is provided with a centrally arranged hatch way 9 for

entering the same, said hatch way being closed by the swinging door 10 which is locked from the inside by means of the catch member 11. Each end of the top portion 1 is provided with the windows 12 which are of water tight construction so as to admit sufficient light to the interior of the boat. Extending upwardly from the top portion 1 are a plurality of air pipes 13 which allow the thorough circulation of air through the boat. In case the two should be overturned, these air pipes are closed by means of the slidable valve members 14 so as to prevent any water from entering into the interior of the boat. The valve members 14 are provided upon each side thereof with the outwardly extending lugs 14' which are adapted to be engaged by the slotted levers 23 mounted upon the shaft 25. In operating the shaft 25 to close the openings 24 in the pipes 13, a lever 22 is manipulated to rotate the shaft 25 and slide the valve members 14 upon the guides 21 until they are arranged within the openings 24 to prevent water from entering the interior of the boat. These air pipes 13 may also be used for shooting sky rockets for signaling to attract the attention of passing vessels.

Arranged in the back of the boat is the water tank 15 which is to be of sufficient size to contain a sufficient supply of water for the occupants of the boat. The rudder 16 is to be operated by means of the ropes 17 which extend from the rudder into the boat through the two rear oar openings 4 and are to be used in case the water is smooth enough to allow of the propelling of the boat by means of the oars. In case the water is rough, the oar openings 4 will have to be closed by means of the door 5 to prevent the entrance of water into the boat. As an extra precaution, the boat is to be equipped with the life belts 18 which are hung from the sides of the top portion 1 where they may be easily removed and placed upon the occupants of the boat.

From the above description taken in connection with the accompanying drawings, it will be readily apparent that I have provided a simple and durable life boat of the above character which can be manufactured at an extremely low cost and which may float upon any body of water no matter how rough it may be without injury to the occupants thereof. It will be apparent that the boat may be used as an ordinary life boat by simply eliminating the top portion 1, the life belts 18 which are generally carried by the top portion may be placed in the locker seats 6.

While I have shown and described the preferred form of my invention, it will be obvious that various changes in the details of construction and in the proportions may be resorted to for successfully carrying my

invention into practice without sacrificing any of the novel features or departing from the scope of the appended claims.

Oar locks 4' are secured to the outer surface of the boat and preferably arranged in registration with the openings 4, said oar locks being adapted to support the oars when in use.

What I claim is:—

1. In a device of the character described, the combination of a sectional boat comprising an upper and lower section having their respective edges suitably connected together, air inlet pipes arranged in the top section, sliding valve members adapted to close the inner ends of said inlet pipes, said top section being provided with a hatch way, a swinging door adapted to close said hatch way, a clamping member secured to the inner side of the door and adapted to hold the same in its closed position, said lower section being provided upon each side thereof with air openings, swinging doors adapted to close said openings and means for holding said doors in their closed position.

2. In a device of the character described, the combination of upper and lower sections suitably connected together, said lower section comprising the hull constructed of metal plate and provided with an exceptionally heavy bottom, locker seats arranged transversely across the bottom of the lower section, said lower section being provided with oar openings upon each side thereof, swinging doors adapted to close said openings, clamping members carried by the doors and adapted to be arranged transversely thereacross to hold the doors in a closed position, air inlet pipes arranged in the top section, means for opening and closing said pipes to admit air to the interior of the sections.

3. In a device of the character described, the combination of a boat comprising upper and lower sections, means for forming water tight connections between said sections, air inlet pipes in the top section, guide rails arranged beneath said pipes, sliding valves mounted upon said rails and adapted to close the lower end of said pipes, outwardly extending lugs formed upon each side of said valve members, slotted levers having one end mounted upon said lugs, longitudinal shafts upon which the other end of said levers are mounted, and operating means adapted to rotate said shafts to slide the valve members upon the guide rails and close the lower ends of the inlet pipes.

4. In a device of the character described, the combination of a boat comprising upper and lower sections, means for forming a water tight connection between said sections, means for admitting air into the interior of the sections, said lower section being provided with transversely extending seats,

belts secured to the upper side of said
seats and adapted to encircle the persons oc-
cupying said seats, said lower section being
provided with oar openings, swinging doors
5 adapted to close said openings, and means
for holding said doors in a closed position.
In testimony whereof I hereunto affix

my signature in the presence of two wit-
nesses.

THOMAS TESDAL.

Witnesses:

S. H. HAINES,

C. A. WARRES.
