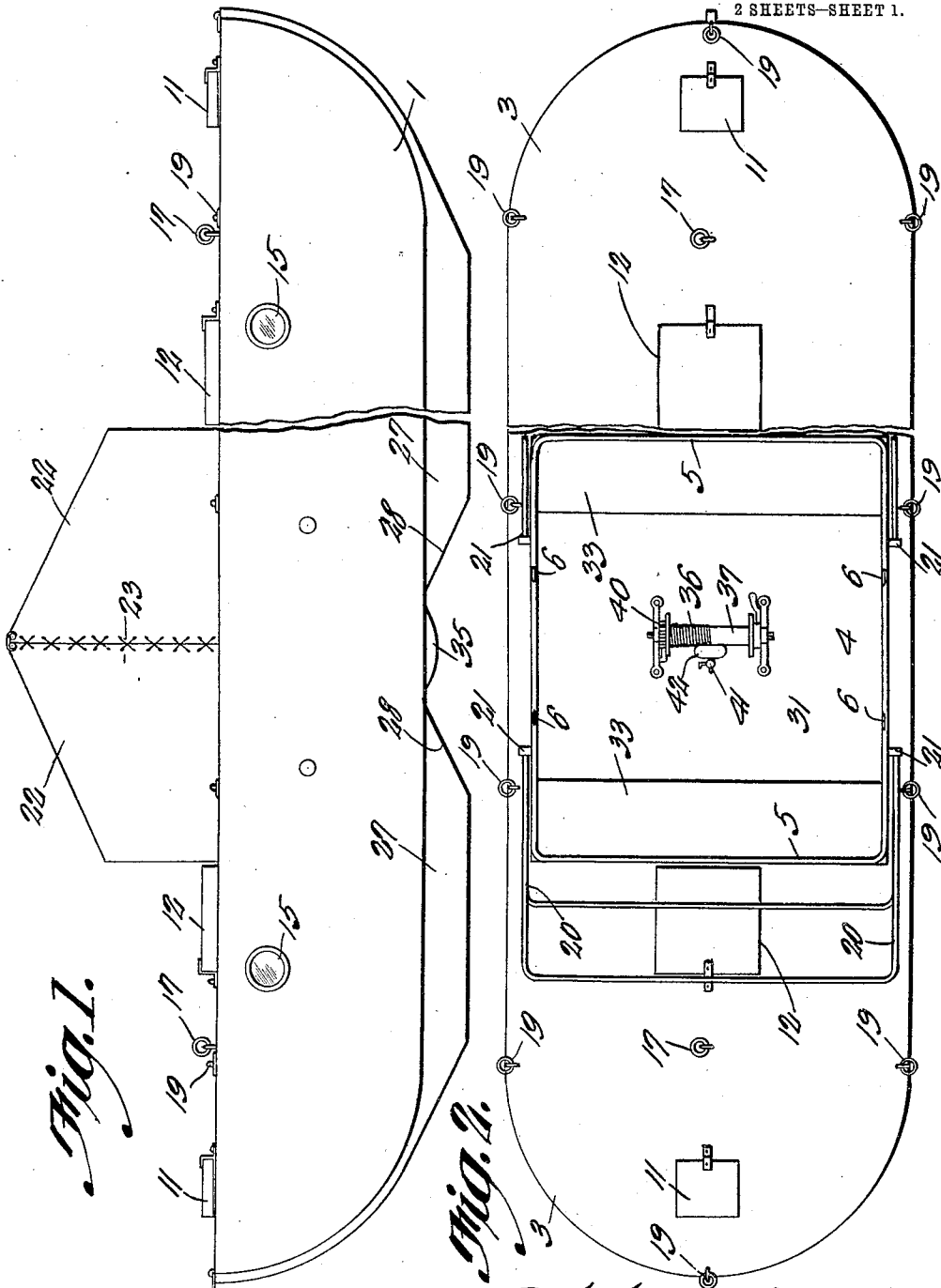


B. S. SPAULDING.
SEA SAFE AND SUPPLY BOAT.
APPLICATION FILED FEB. 24, 1913.

1,065,400.

Patented June 24, 1913.

2 SHEETS—SHEET 1.



Witnesses

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S. Willard

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by *C. A. Snow & Co.*
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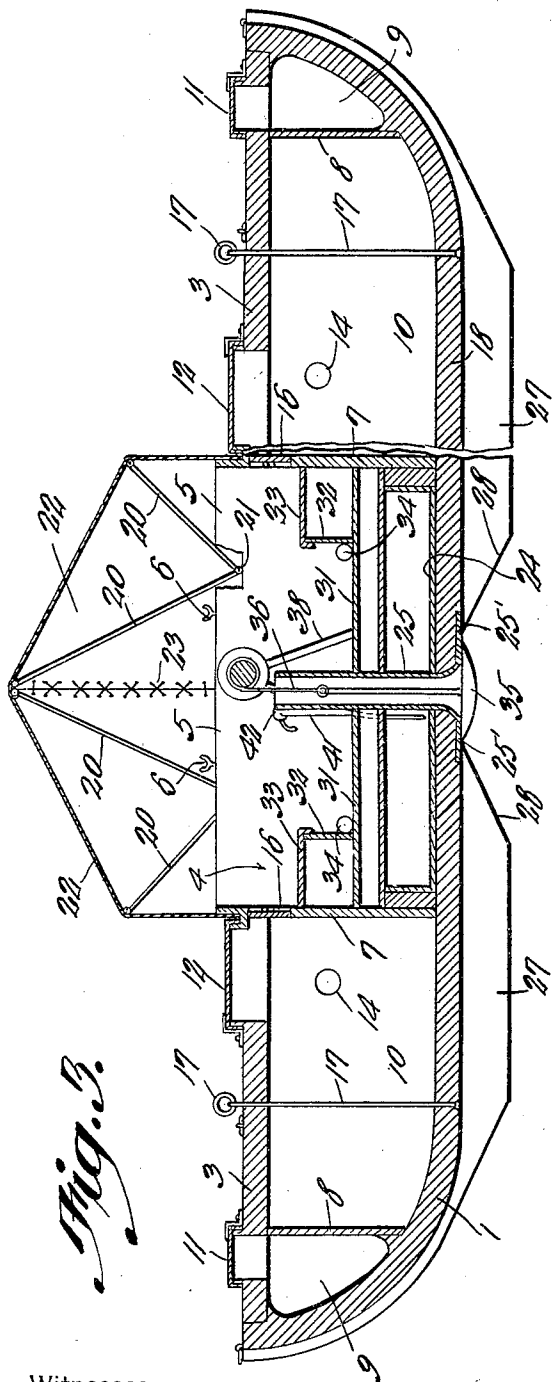


Fig. 3.

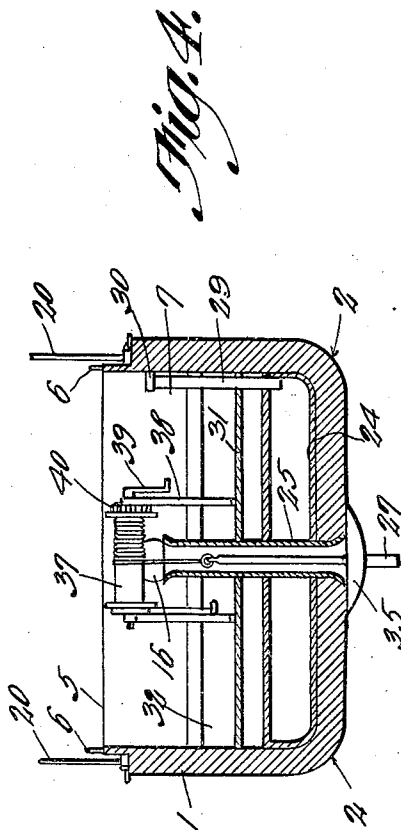


Fig. 4.

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UNITED STATES PATENT OFFICE.

BENJAMIN S. SPAULDING, OF ARCATA, CALIFORNIA.

SEA-SAFE AND SUPPLY BOAT.

1,065,400.

Specification of Letters Patent.

Patented June 24, 1913.

Application filed February 24, 1913. Serial No. 750,391.

To all whom it may concern:

Be it known that I, BENJAMIN S. SPAULDING, a citizen of the United States, residing at Arcata, in the county of Humboldt and State of California, have invented a new and useful Sea-Safe and Supply Boat, of which the following is a specification.

The device forming the subject matter of this application is a life boat adapted to be carried upon the deck of a vessel, or elsewhere, the construction being such that when the vessel sinks, the lifeboat will float away, although the life boat may be lowered over the rail from the davits in the usual manner.

One object of the present invention is to provide a life boat having a novel arrangement of storage compartments, access to which may be had readily.

Another object of the invention is to provide novel means for housing the anchor and for weighing and casting the anchor.

It is within the scope of the invention to provide novel means whereby a supply of potable water may be secured.

The invention aims, further, to improve generally and to increase the utility of, devices of that type to which the present invention appertains.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of invention can be made within the scope of what is claimed without departing from the spirit of the invention.

In the drawing:—Figure 1 shows the invention in side elevation; Fig. 2 is a top plan; Fig. 3 is a longitudinal section; and Fig. 4 is a transverse section taken through the cock-pit, parts appearing in elevation.

In carrying out the invention there is provided a hull 1 which may be of any form, the hull 1 being fashioned from any chosen material, or from any combination of materials known in the ship builder's art. Since the boat herein disclosed is adapted to be placed upon the deck of a vessel, the hull 1 is preferably although not necessarily somewhat abrupt in the bilge as indicated at 2. The decks are indicated at 3, and the cockpit is shown at 4, the cockpit in the present instance being located amidships. The cockpit 4 is surrounded by an upstanding coaming 5 carrying rowlocks 6.

The boat herein disclosed is provided with midship bulk heads 7 and with forward and after bulk heads 8, the spaces existing between the forward and after bulk heads and the stem and the stern constituting primary storage compartments 9, the space existing between the forward and after bulk heads 8 and the midship bulk heads 7 constituting secondary storage compartments 10. Access from the deck to the primary storage compartments 9 is provided through the medium of hatches 11, access being had to the secondary storage compartments through the medium of hatches 12 located, preferably, close to the cockpit 4. The secondary compartments 10 are equipped with portholes 14 controlled by closures 15. In the midship bulk heads 7 there are openings, establishing communication between the cockpit 4 and the secondary compartments 10, these openings being controlled by closures 16. Ringbolts 17 extend downwardly through the decks 3 to the keelson 18, the ringbolts 17 constituting means whereby the boat may be suspended from the davits. Other ringbolts 19 are located on the decks 3 adjacent the sides of the boat, the ringbolts 19 being adapted to receive a safety line, life preservers, or any other common and well known adjuncts.

A means is provided for housing in the cockpit 4, and this means preferably comprises sets of arched frames 20, pivoted as indicated at 21 to the decks 3 along side of the cockpit 4, the frames 20 being of different lengths, and being adapted to drop down upon the decks 3, beyond the ends of the cockpit 4. The pairs of frames 20 support covers 22 which may be fashioned from canvas or the like, adjacent edges of the covers 22 being secured together by lacings 23 or in any other desired manner, the covers 22 surrounding the coaming 5. When the boat herein disclosed is mounted upon the deck of the vessel, the frames 20 may be swung down upon the decks 3, and the entire structure may be covered by a tarpaulin (not shown) the same being secured to the ringbolts 19.

Located upon the bottom of the hull 1 and in the cockpit 4 is a tank 24. A well extends upwardly through the bottom of the boat and through the tank 24, the well 25 at its lower end being provided with a flange

25', engaged and held in place by the adjacent ends of keels 27, the adjacent ends of the keels 27 being spaced apart as indicated at 28. In order that the tank 24 may be filled readily, a tube 29 is provided, the same being equipped at its upper end with a closure 30. The tube 29 and the well 25 extend through the flooring 31 of the cockpit, the upper end of the tube 29 being located at sufficient height to prevent any material upon the floor 31 from entering the tube. The floor 31 supports lockers 32 located adjacent the midship bulk heads 7, the lockers 32 being provided with closures 33 which are adapted to serve as thwarts. In the side walls of the hull and in close relation to the floor 31 are located scuppers 34, to the end that the cockpit 4 may be self-bailing.

An anchor 35 of any desired form is provided, the same being shown in the present instance as of the mushroom type. The stem of the anchor 35 lies in the well 25 and the head of the anchor lies between the adjacent ends of the keels 27. In order to weigh and cast the anchor 35 a cable, chain or other flexible element, indicated at 36, is connected with the stem of the anchor and extends upwardly out of the well 35. The flexible member 36 is trained around a drum 37, journaled for rotation upon a frame 38 supported by the floor 31. The drum 37 may be equipped with a removable crank 39, and a reverse rotation of the drum 37 under the weight of the anchor 35 may be prevented by pawl and ratch mechanism 40.

A pipe 41 extends downwardly through the floor 31 into the tank 24 and connected with the upper end of the pipe 41, is a pump 42 of any desired sort.

Noting Figs. 3, 1 and 2, it will be observed that the vessel is shown broken intermediate its ends.

From the foregoing it will be understood that the cockpit 4 may be located relatively near to one end of the vessel, thereby positioning the anchor 35 relatively near to the bow. As a consequence, when the vessel rides at anchor it will be prevented from sluing about and be prevented from lying broadside in the trough of the sea.

The manner of handling and manipulating the boat herein disclosed will depend largely upon the discipline maintained on the vessel whereon the boat is carried. Ordinarily, the boat will be fully provisioned at all times, supplies being carried in the compartments 10, or elsewhere. The compartments 9 are adapted to hold valuables which may be readily placed therein through the hatches 11, this operation taking place while the boat is upon the deck of the vessel, the construction being such that valuables

may be placed in the compartments 9 by certain passengers, while other passengers are entering the cockpit 4, confusion in the loading of the life boat being thereby avoided. The compartments 10 may be loaded through the hatches 12. The compartments 10 may be used for sleeping purposes, and under such circumstances, access may be had thereto from the cockpit 4, by removing the closures 16. A supply of water may be placed in the tank 24 through the tube 29, and the water may be removed from the tank, when desired, by operating the pump 41. When the boat is in a sea-way, the cockpit 4 may be housed in by disposing the frames 20 as shown in Fig. 3 and in Fig. 1 but, when desired, the frames and the covering 22 may be thrown back upon the decks 3, as shown in Fig. 2. The anchor may be manipulated through the medium of the drum 37 and the crank 39. Although the anchor 35 may be of any desired type, the mushroom shown is preferred, since, owing to this construction of the anchor, the same, when weighed, as shown in Fig. 3, will constitute a closure for the lower end of the well 25, and will prevent water from shooting up into the cockpit 4 in a heavy sea.

The boat may be propelled in any desired manner, and it will be understood that any of the common and well known appliances adapted to this end may be employed. When the boat is propelled by oars, the rowers occupy the thwarts 33, the oars being mounted in the rowlocks 6.

Having thus described the invention, what is claimed is:—

1. A life boat comprising a hull; midship bulkheads extending transversely of the hull and defining a cockpit; a floor connecting the bulkheads; a tank located below the floor; a well extended through the floor and through the tank and constituting means for maintaining the tank in place; an anchor stowed in the well; and means in the cockpit for raising and lowering the anchor.

2. A life boat comprising a hull provided with a cockpit; a well located in the cockpit and provided with an outstanding flange; keels secured to the hull and overlapping the flange to hold the well in place; an anchor stowed in the well and provided with a head engaged between the ends of the keels; and means in the cockpit for raising and lowering the anchor.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

BENJAMIN S. SPAULDING.

Witnesses:

N. H. FALK,

I. N. MINOR.