A. PINTER.

LIFE BOAT.

APPLICATION FILED FEB. 3, 1915.

1,149,217.

Patented Aug. 10, 1915.

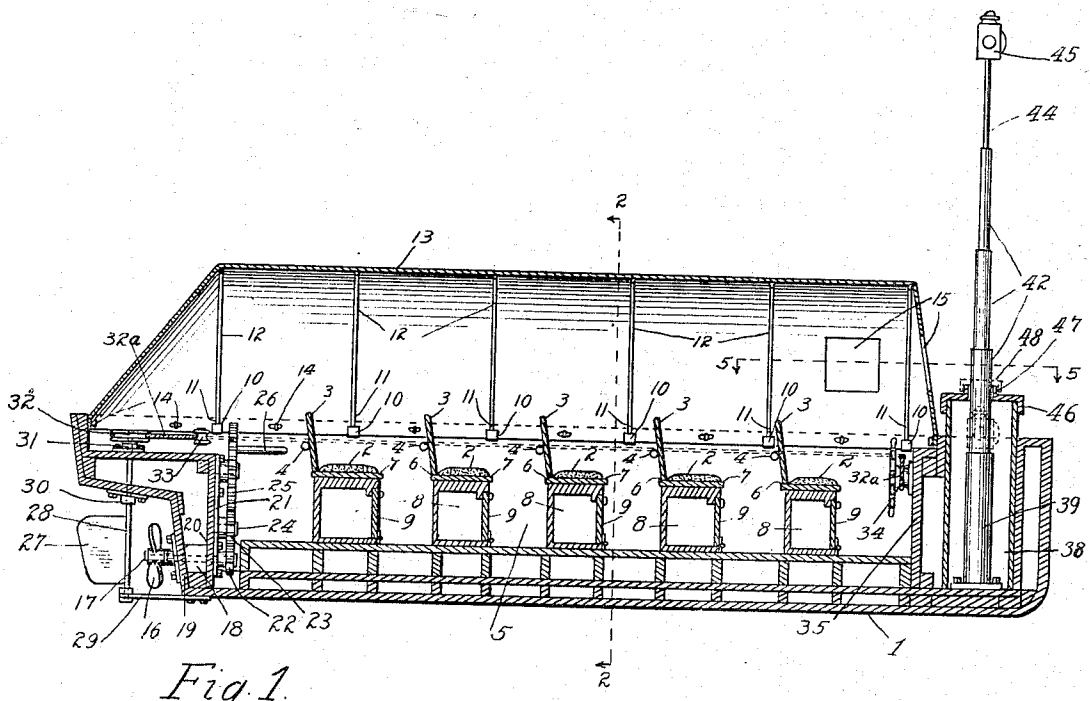


Fig. 1.

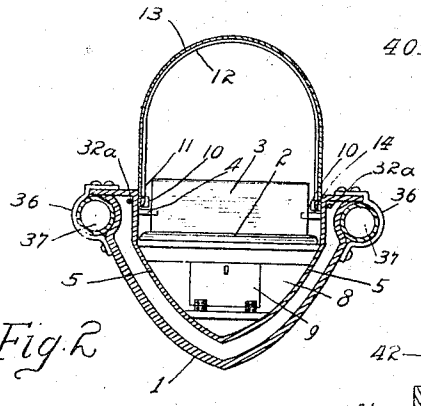


Fig. 2.

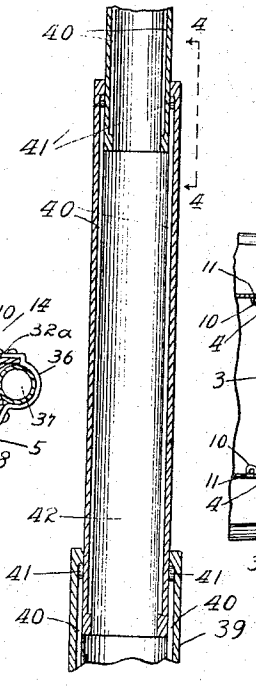


Fig. 3.

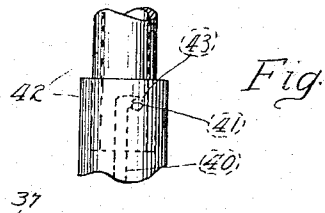


Fig. 4.

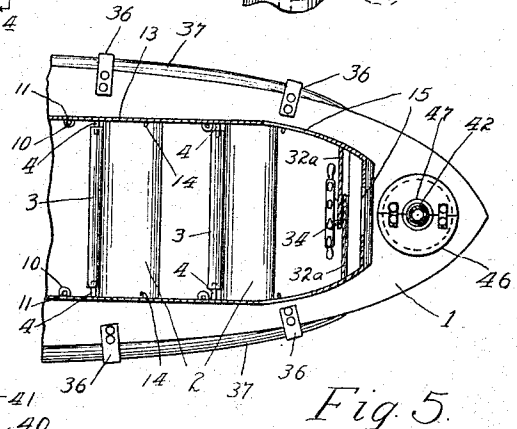


Fig. 5.

Witnesses:
John Braunwalder
Julius Petressy

Inventor:
Anton Pinter
By A. P. Hopcsa
Att'y.

UNITED STATES PATENT OFFICE.

ANTON PINTER, OF SOUTH BEND, INDIANA.

LIFE-BOAT.

1,149,217. Specification of Letters Patent. Patented Aug. 10, 1915.

Application filed February 3, 1915. Serial No. 5,957.

To all whom it may concern:

Be it known that I, ANTON PINTER, a subject of the King of Hungary, and residing at South Bend, in the county of St. Joseph and State of Indiana, have invented a new and useful Improvement in Life-Boats, of which the following is a full and complete specification.

My invention relates to that class of devices termed boats and provides a suitable means for saving and sustaining human lives in case of shipwreck at sea.

The object of my invention is to provide a life boat with such appliance and of such construction as will make it possible to sustain human life at sea with reasonable comfort.

Another object of my invention is to provide suitable means for signaling and lighting at night time.

I attain these objects by the device illustrated in the accompanying drawings, in which;—

Figure 1 shows a sectional elevation of a life boat equipped with my improvements and appliances. Fig. 2 shows a section of the life boat on the line 2—2 of Fig. 1. Fig. 3 shows a detail of the construction of the lighting and signaling tower. Fig. 4 shows a side elevation at the line 4—4 of Fig. 3. Fig. 5 shows a plan section of the forward end of the boat and shows the approximate outline thereof.

Referring to Fig. 1, I provide a life boat 1 with a plurality of seats 2 arranged crosswise in the boat and having back supports 3 held in suitable position with relation to said seats 2, by means of the removable pins 4, inserted into the sidewalls 5 of said boat, and which may be withdrawn and permit said back support to be laid flat on the rear edge 6 of one seat and the front edge 7 of the next seat thus making any portion of the boat available for sleeping quarters. A suitable compartment 8 is formed underneath each seat and is provided with a hinged door 9 through which supplies and equipment may be placed within or removed from said compartments. Near the top edge of each sidewall 5 are located the brackets 10, into which is inserted the end 11 of the inverted U shaped hood supports 12, over which is stretched a suitable covering 13 and secured at the edges thereof, by the catches 14 to the sides and ends of the boat, thus providing protection to passengers against discomforts caused by wind, sun and water. Suitable openings or windows 15 may be provided at the front and sides to obtain light and vision over the water. Means for propelling the boat is provided by a propeller 16 suitably located at the stern of the boat, which is secured to a shaft 17, rotatably mounted in the bearing 18 extending from the stern wall 19 to the stay wall 20, said shaft 17 extending through a shaft supporting frame 21 attached to the rear stay wall 20, and has attached to the end thereof, a pinion 22 which meshes with the idler gear 23 mounted rotatably on the studpin 24 which is secured to the shaft supporting frame 21. Said idler gear 23 meshes with a driving gear 25, to which is secured a handle 26 by means of which one or more persons may operate the propeller. A suitable power plant, such as a gasoline engine may be installed to replace this means of manual operation. A rudder 27 is mounted on the rudder bar 28, which is pivotally supported on the bar 29, and the bearings 30 and 31 which are secured to the boat 1, the top end of said rudder bar being provided with a pulley 32 to which are secured the steering ropes 32^a extending over the pulleys 33 through the length of the sidewalls 5 to the forward part of the boat and secured to a suitable steering wheel 34, which is rotatably mounted on the forward stay wall 35 and provides means for steering the boat.

To the outer edge of each sidewall 5 is secured by means of the straps 36, the tubular air chambers 37, which provide means for supporting the boat above water if same should become capsized or filled with water. In the bow of the boat is provided a suitable chamber 38, in which is mounted a tubular light tower support 39, having formed therein, as illustrated in Fig. 3, along the length thereof, and oppositely to each other, a plurality of grooves 40, into which fit slidably the pins 41 secured to the lower end of the tower section 42, and said grooves 40 terminate at the upper end thereof into a lateral cavity 43, illustrated in Fig. 4, which provides a means of support for the pins 41, when same are elevated and rotated therein. A plurality of similar tower sections 42 are similarly provided with grooves 40, pins 41 and lateral cavities 43, set one within another and similarly supporting a light post 44, which is surmount-

ed by a suitable signal light 45 and provides suitable means for calling the attention of passing ships at night. During the day time said light tower may be lowered by turning each of the tower sections 42 so that the pins 41 thereon will pass out of the cavity 43 into the grooves 40, thereby setting one section within the other, until the lamp 45 is lowered within the chamber 38, which is equipped with a split cover 46 suitably connected together and provided with an upwardly projecting ring 47 fitting close to the tubular tower section 42, and which may be surmounted by a suitable cap 48, shown in dotted outline in Fig. 1, when the light 45 is lowered into the chamber 38.

By the use of a boat thus equipped a large degree of comfort is provided to shipwrecked passengers and the dangers of night in the open sea are largely eliminated by giving the helmsman a considerable vision over the waves to enable him to control the boat with respect thereto, also owing to the elevated position of the light same may be easily seen a long distance and thus increase the chances of assistance from passing ships.

Having thus described my invention, what I claim and desire to secure by Letters Patent, is:—

1. In a life boat comprising a hull suitably formed and having extending between the sidewalls thereof a plurality of seats, provided with back supports which may be laid down on the edges of adjacent seats to provide a place of repose for passengers in said life boat, a compartment fitted underneath said seats provided with a suitable door affording access to said compartments for the purpose of admitting or taking therefrom supplies or sundry equipment, suitable means for operating a propeller located at the stern of the boat in usual position, suitable means for steering said boat and in combination with a light tower mounted on said boat and composed of a plurality of sections, substantially as described.

2. In a life boat comprising a hull suitably formed, a plurality of seats extending from one side wall to the other and having back supports which may be laid down upon the edges of adjacent seats, a compartment fitted underneath each seat, means for operating a propeller from the interior of said boat, means for steering said boat, in combination with a compartment located in the bow of said boat having secured therein an extendible light tower, composed to tubular sections fitting within one another and having formed to the interior thereof, a plurality of grooves extending the length of said sections and terminating at the upper end thereof into a horizontally formed cavity into which fit a plurality of pins, secured to the lower end of each section, which when turned into said horizontally formed cavity support each section thereof, and in combination with a signal light mounted upon a post forming the top section of said light tower, substantially as described.

3. In a boat the combination of an extendible light tower supporting at the top thereof a signal light, suitably mounted in a compartment in the bow of said boat said compartment adapted to inclose said tower and light when same is contracted, in combination with tubular air chambers located at the top edge of each sidewall and extending the length thereof, a hood suitably supported over the hull of said boat, substantially as described.

In testimony whereof, I have hereunto set my signature in the presence of two subscribing witnesses.

ANTON PINTER.

Witnesses:
JULIUS HETTESEY,
GEORGE TOTT.