K. JAMESON.

SHIP PROTECTOR.

APPLICATION FILED OCT. 2, 1912.

1,070,260.

Patented Aug. 12, 1913.

2 SHEETS—SHEET 1.

Fig. 1.

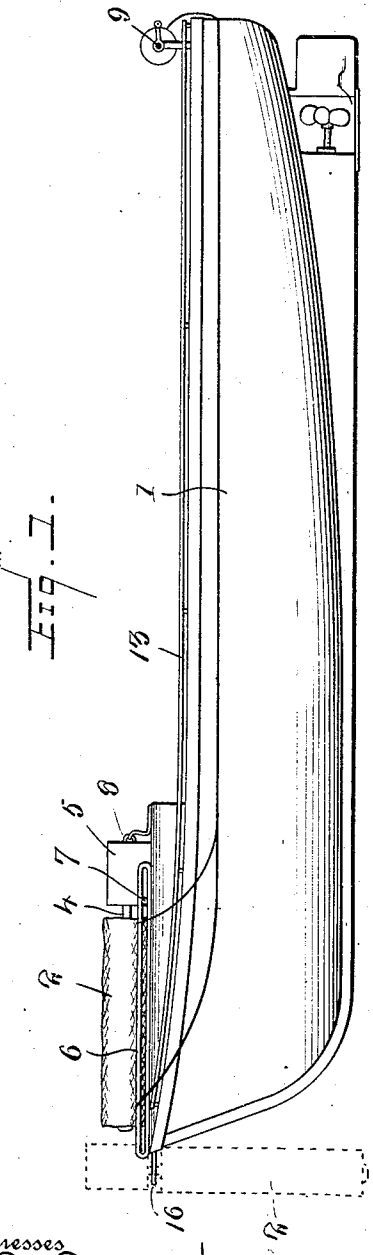
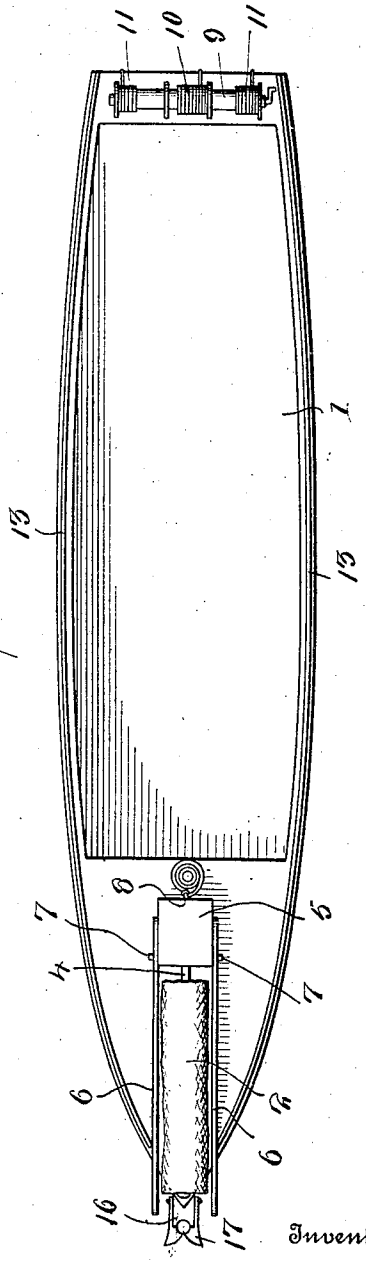


Fig. 2.



Witnesses

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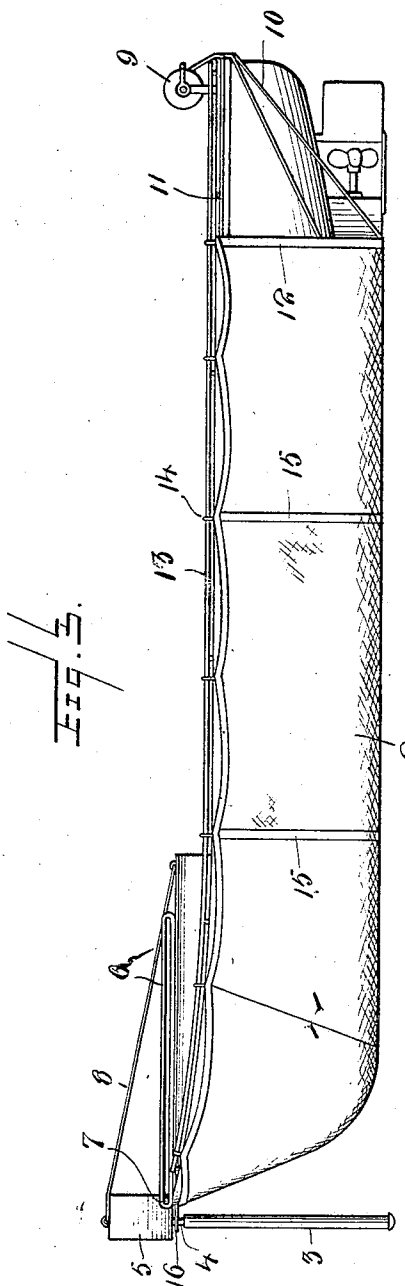


Fig. 3.

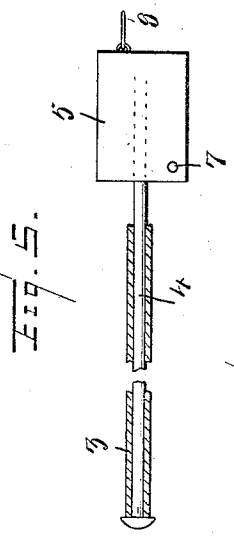


Fig. 5.

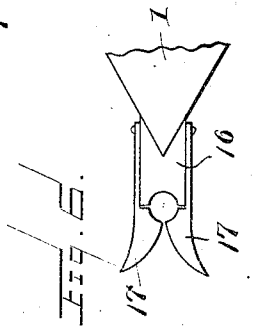


Fig. 6.

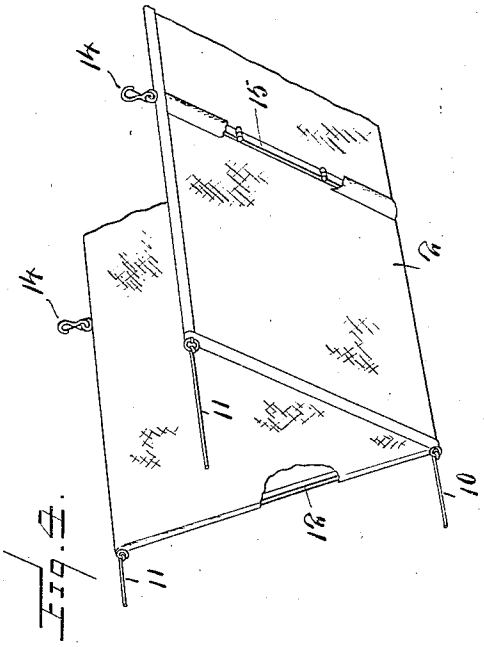


Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

KELLY JAMESON, OF SPANISH FORK, UTAH.

SHIP-PROTECTOR.

1,070,260. Specification of Letters Patent. Patented Aug. 12, 1913.

Application filed October 2, 1912. Serial No. 723,584.

To all whom it may concern:

Be it known that I, KELLY JAMESON, a citizen of the United States, residing at Spanish Fork, in the county of Utah and State of Utah, have invented new and useful Improvements in Ship-Protectors, of which the following is a specification.

The primary purpose of this invention is the provision of means whereby a vessel may be prevented from sinking in the event of a collision of such moment as to damage the hull to an extent to permit water to enter the ship, boat, or like craft.

The invention consists of a sheath or cover to be drawn over the hull of the vessel in an emergency so as to stop any rent, opening or crack which ordinarily would admit water.

The invention relates most especially to the peculiar means whereby the sheath or cover may be drawn over the hull of the boat. Under ordinary conditions the sheath or cover is placed upon the boat in compact form, usually in a roll and is so mounted that it may be moved into convenient position to be quickly and effectively drawn over the hull of the boat, thereby closing any gap, opening or rent therein so as to exclude water.

The invention consists of the novel features, details of construction and combination of parts, which hereinafter will be more particularly set forth, illustrated in the accompanying drawings, and pointed out in the appended claims.

Referring to the drawings, forming a part of the specification, Figure 1 is a side view of a vessel provided with protective means embodying the invention. Fig. 2 is a plan view of the vessel. Fig. 3 is a side view of the vessel having the sheath or cover drawn thereover. Fig. 4 is a detail perspective view of the rear portion of the sheath. Fig. 5 is a detail view of the carriage, arm and roller, the latter being in section, and Fig. 6 is a detail view of the bow of the vessel showing a support for the carriage and arm when tilted into vertical position.

Corresponding and like parts are referred to in the following description, and indicated in all the views of the drawings, by the same reference characters.

The numeral 1 designates the hull of a boat, vessel, or other craft which may be of any size or design. A sheath or cover 2 is had of a size and shape to be drawn over the hull of the vessel so as to snugly inclose the same. The sheath or cover 2 may be of any material, such as canvas, which may be reinforced and made waterproof in any manner. The sheath or cover is placed upon the boat in compact form, being usually formed into a roll and disposed so as to be readily at hand in the event of an accident to be placed in position and drawn over the hull of the boat. A roller 3 has the sheath wound thereon and such roller is hollow and adapted to be slipped upon an arm 4, which is attached to a carriage or block 5. The carriage 5 is mounted in ways 6 and has opposite extensions 7 which engage the ways 6 to hold the carriage in position. The ways and carriage are located near the bow of the boat so that the forward movement of the boat may assist materially in drawing the sheath or cover over the hull. When the carriage is moved to the limit of its forward travel it tilts upon the extensions 7, thereby throwing the roller 3 with the sheath or cover wrapped thereon in position to admit of drawing said sheath over the hull. A stay 8 attached to the rear end of the carriage 5 and to the boat supports the carriage in its tilted position. The sheath or cover is of such a shape as to completely envelop the bottom and sides of the hull, thereby closing any rent or opening formed therein by means of collision or from other cause.

A windlass 9 is mounted upon the boat near the stern and a plurality of cables are adapted to wind thereon. One of the cables 10 is attached to the rear portion of the sheath or cover at a middle point and the other two cables 11 are attached to the upper rear corners of the sheath. As the cables 10 and 11 are wound upon the windlass 9 the sheath or cover is drawn over the hull and is unwound from the roller 3. The rear portion of the sheath or cover is reinforced by means of stays 12 which are attached thereto in any manner. Guide rails 13 are located along the sides of the boat and are designed to support the cover or sheath when drawn over the hull. The upper edges of the sides of the sheath are reinforced by means of hems or tucks or in any manner and snap hook 14 or other connecting means may be employed for securing the edge portions of the sheath to the guide rails, said connecting means being fitted to the guide rails 13 as the sheath is drawn over the hull, thereby insuring a substantial and effective support for the sheath along its upper edges.

A boat, ship or vessel equipped with the invention may have a rent, opening, or crack in its hull closed so as to effectively exclude water and enable the boat to proceed to port or to keep afloat until assistance may be had. The cables 10 and 11 extend along the sides of the boat from stern to bow in convenient position to be quickly attached to the rear portion of the sheath to draw the latter over the hull when required. The sheath or cover being wound upon the roller 3 occupies a comparatively small amount of space. When required for service the cables are attached to the rear portion of the sheath and the carriage is moved forward and tilted so as to lower the sheath into proper position, after which the windlass 9 is rotated to wind the cables 10 and 11 thereon to draw the sheath over the hull. As the sheath is drawn over the hull the sides are connected with the rails 13 in any suitable manner. When the sheath is drawn over the hull so as to completely inclose the same any crack or opening within the hull is effectively closed, said sheath being pressed close against the hull by means of the pressure of the water, thereby maintaining a close joint between the sheath and hull and preventing any water entering the boat.

From the foregoing description, taken in connection with the accompanying drawings, the advantages of the construction and of the method of operation will be readily apparent to those skilled in the art to which the invention appertains, and while I have described the principle of operation of the invention, together with the device which I now consider to be the best embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and that such changes may be made when desired as are within the scope of the claims appended hereto.

Stays 15 are fitted to the sides of the cover or sheath at intervals in its length and are of such formation as to conform to the contour of the outer side of the hull, said stays being preferably formed of hinged sections, as indicated most clearly in Fig. 4. The stays 12 and 15 prevent the sheath or casing from being pressed into the rent or opening in the side of the vessel when drawing the cover thereover. The upper edges of the sheath may be reinforced for a like purpose.

A support is located at the prow of the vessel to sustain the arm 4 in vertical position when tilted either to unwind the sheath therefrom or to wind it thereon. This support consists of a block 16 and spring holders 17, the latter being attached to the sides of the block 16 and adapted to engage over the arm 4, as indicated most clearly in Figs. 1 and 3.

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

1. In combination with a boat or vessel, ways arranged thereon near the bow, a carriage mounted to move and tilt on said ways, a sheath connected with the carriage and adapted to be lowered thereby into operative position, and a windlass and cables for drawing the sheath over the hull of the boat.

2. In combination with a vessel, an arm mounted thereon and adapted to tilt into an approximately vertical position and adapted to support a sheath, a block located at the prow of the vessel to form a support for the arm, and spring holders at the sides of the block and having portions extending in front thereof to engage said arm.

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

KELLY JAMESON.

Witnesses:
HENRI HELGASON,
I. P. SNELL.