

C. & A. A. JENKINS.

LIFE BOAT.

APPLICATION FILED MAY 6, 1912.

1,040,340.

Patented Oct. 8, 1912.

2 SHEETS—SHEET 1.

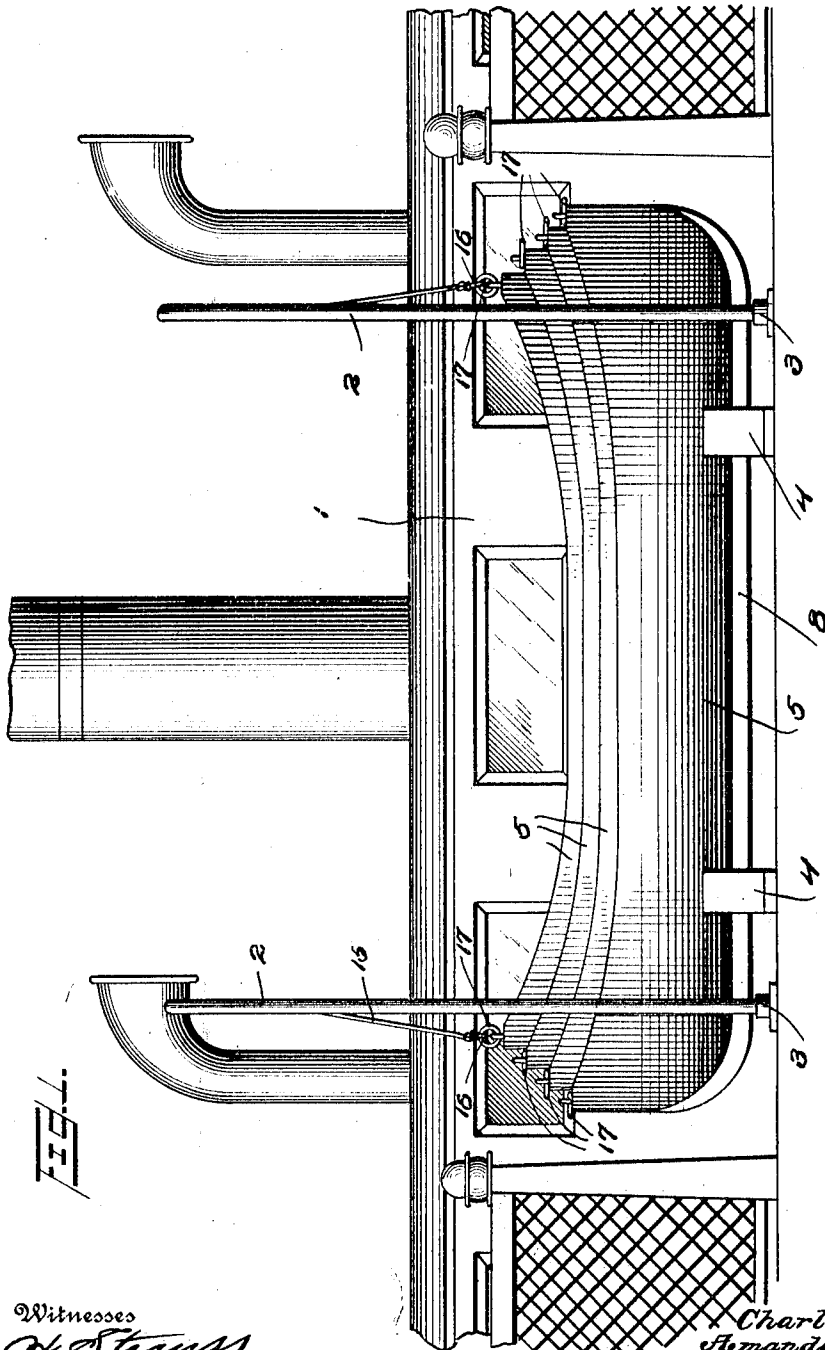


FIG. 1.

Witnesses

*H. Strauss*  
*R. H. Krenkel*

Inventor

*Charles Jenkins*  
*Steward & Jenkins*

By

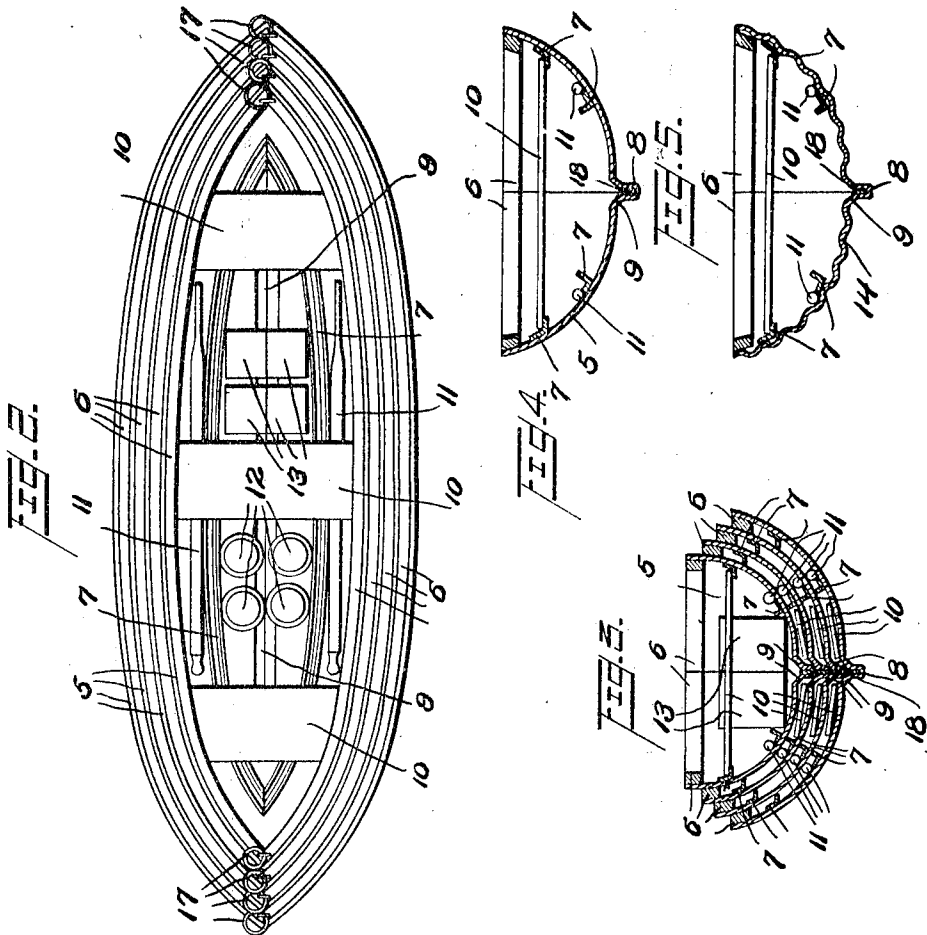
*Joshua R. Potts*  
Attorney

C. & A. A. JENKINS.  
LIFE BOAT.  
APPLICATION FILED MAY 6, 1912.

1,040,340.

Patented Oct. 8, 1912.

2 SHEETS—SHEET 2.



Witnesses

*A. Strauss*  
*R. H. Krenkel*

Inventors

*Charles Jenkins*  
*Amanda B. Jenkins*

By *Joshua R. V. Lott*  
Attorney

# UNITED STATES PATENT OFFICE.

CHARLES JENKINS AND AMANDA A. JENKINS, OF PHILADELPHIA, PENNSYLVANIA.

## LIFE-BOAT.

1,040,340.

Specification of Letters Patent.

Patented Oct. 8, 1912.

Application filed May 6, 1912. Serial No. 695,360.

*To all whom it may concern:*

Be it known that we, CHARLES JENKINS and AMANDA A. JENKINS, citizens of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Life-Boats, of which the following is a specification.

Our invention relates to improvements in life boats, and has for an object to provide a plurality of nested boats spaced apart for the accommodation of seats, oars and the like.

A further object is to provide a plurality of life boats which will not take up any more room on the deck of a ship than one life boat, yet will provide room for many times the number of people.

A further object is to provide a life boat preferably constructed of sheet metal and having stays to brace the same, which will produce a light, yet durable and steady boat.

With these and other objects in view, the invention consists in certain novel features of construction and combinations and arrangements of parts as will be more fully hereinafter described and pointed out in the claims.

In the accompanying drawings: Figure 1, is a view in side elevation illustrating our improved nested boats in position on the deck of a ship. Fig. 2, is a top plan view of the boats. Fig. 3, is a view in cross section on the line 3—3 of Fig. 2. Fig. 4, is a view in cross section of one of the boats removed. Fig. 5, is a similar view illustrating a modification.

1, represents a ship and 2 the davits pivoted in the bearings 3. On the deck of the ship 1 are blocks 4, and these blocks support our improved nested life boats 5, one inside the other. We have illustrated in this instance four of these boats but we would have it understood that we do not limit ourselves in this respect as we might use more or less.

Each of our improved life boats 5 comprises a shell preferably constructed of sheet metal, shaped as shown, and the boats of a set are of slightly different sizes so that one will fit into another as clearly shown in Figs. 2 and 3. Around the edge of the boat, brace bars 6 are secured and at intervals against the inner face of the sides and bottom, angle iron bars 7 are secured and strengthen the shell.

The keel 8 of each boat is formed by bending downwardly the sheet metal of the shell, whereby the upper portion 9 of the keel is hollow and of general V-shape, so that the keel of the boat above will fit therein and be guided therein in nesting the boats, as shown most clearly in Fig. 3.

Each boat 5 is supported on its keel 8 and held by bars 6 and 7 of the boat below so that a space is provided between the boats to accommodate seats 10 and oars 11. Of course, it is not necessary to remove the seats of the upper boat, and in this boat kegs of water 12 and boxes of food 13 are placed in sufficient quantities to provide for all the occupants of the boats.

In Fig. 5 we have illustrated a slight modification in which the life boat 14 is made of corrugated metal, but otherwise the construction is the same and we have applied the same reference characters throughout.

For purposes of strength, the keel 8 is preferably made with an internal strengthening bar 18.

The boats are lowered from the davits 2 by the ordinary ropes 15 having hooked ends 16 to engage in rings 17 on the ends of the boats, the top boat being lowered first with its quota of water, food, and passengers, and while one boat is being lowered, the seats, oars, water and food are being arranged in the next boat so that no time is lost. In this manner any number of life boats may be lowered requiring no more men to operate them than to lower one boat. Furthermore they require no more room on the deck of a boat than one life boat, yet will accommodate a proportionately greater number of people. It will be further noted that with our arrangement of nested boats, scarcely any more resistance is offered to the wind than with one life boat, and therefore the speed of the ship will not be diminished because of a larger number of life boats on board.

While we have described a metal boat, we do not limit ourselves to such material nor to the precise details set forth, but consider ourselves at liberty to make such changes and alterations as fairly fall within the spirit and scope of the appended claims.

Having thus described our invention, what we claim as new and desire to secure by Letters Patent is:

1. The combination of a plurality of nested boats, each boat comprising a shell

formed from a single sheet of metal, a keel integral with the boat, a portion of said keel V-shaped to receive the keel of another boat, longitudinal brace bars at the inner edge of each boat, and angle iron bars secured to the inner face of the sides and bottom of each boat, each boat fitting into the next larger boat below, and supported on the bars therein, whereby a space is formed between the sides and bottoms of the boats, substantially as described.

2. The combination of a plurality of nested boats, each boat comprising a shell formed from a single sheet of metal, a keel integral with the boat, a portion of said keel V-shaped to receive the keel of another boat, the remaining portion of the keel formed

of two thicknesses of metal bent back upon each other, longitudinal brace bars at the inner edge of each boat, and angle iron bars secured to the inner face of the sides and bottom of each boat, each boat fitting into the next larger boat below, and supported on the bars therein, for the accommodation of seats and oars, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

CHARLES JENKINS.  
AMANDA A. JENKINS.

Witnesses:

CHAS. E. POTTS,  
R. H. KRENKEL.