

G. E. LANE.

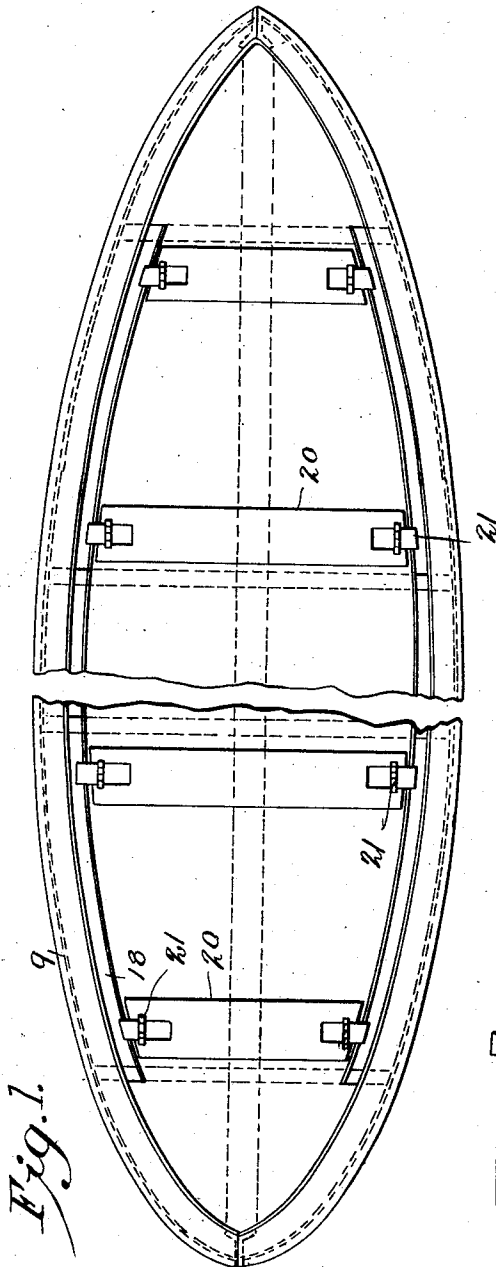
LIFE BOAT.

APPLICATION FILED SEPT. 16, 1912.

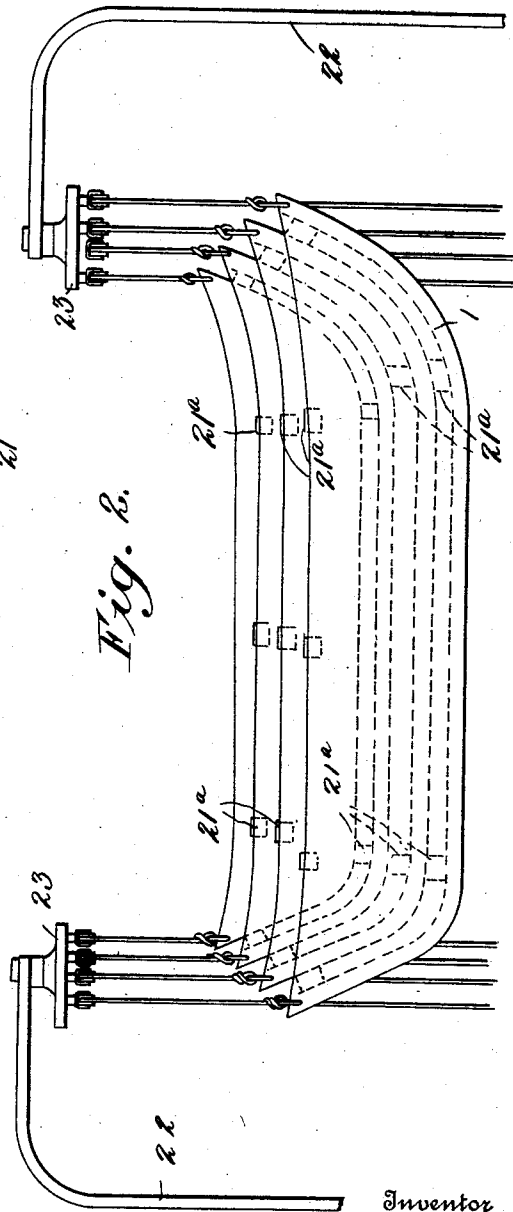
1,063,045.

Patented May 27, 1913.

2 SHEETS-SHEET 1.



Witnesses
J. T. Collins
J. M. Wyntkoop.



Inventor
George E. Lane
By *Knight Bros*
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LIFE BOAT.

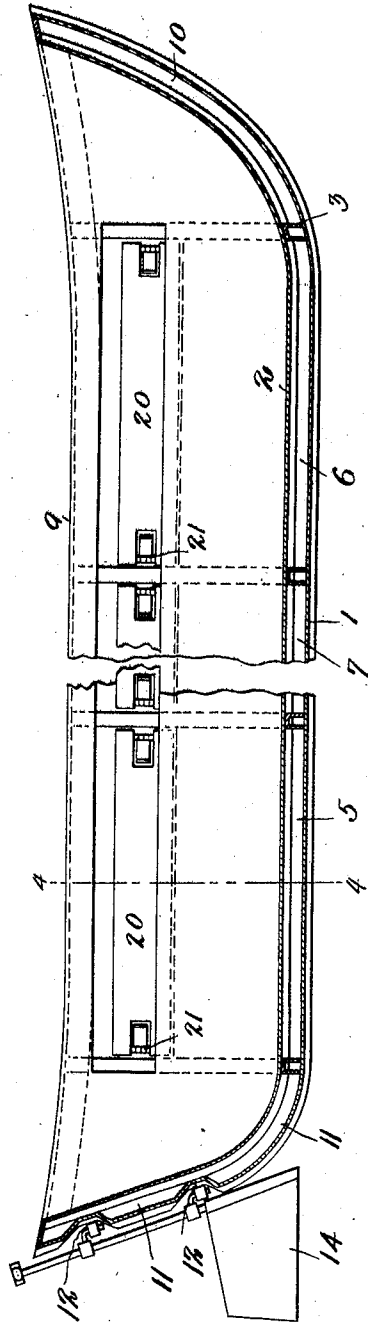
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2 SHEETS—SHEET 2.

Fig. 3.



Witnesses
J. M. Lynkoop
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Fig. 5.

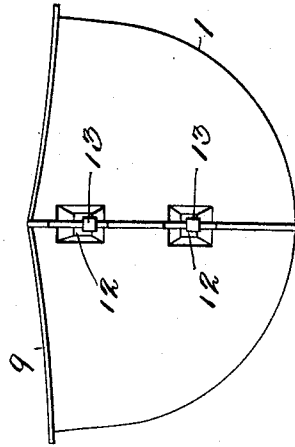
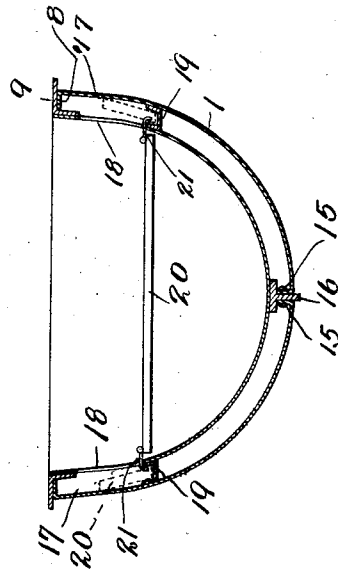


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE E. LANE, OF ELLENDALE, NORTH DAKOTA.

LIFE-BOAT.

1,063,045.

Specification of Letters Patent.

Patented May 27, 1913.

Application filed September 16, 1912. Serial No. 720,618.

To all whom it may concern:

Be it known that I, GEORGE E. LANE, a citizen of the United States, residing at Ellendale, in the county of Dickey and State of North Dakota, have invented certain new and useful Improvements in Life-Boats, of which the following is a specification.

The object of my invention is to increase the number of life boats for vessels and at the same time not use any more deck space than is now used for a single boat: and with this and minor objects in view my invention consists of parts and combinations of parts as will be hereinafter more fully set forth.

15 In the drawings—Figure 1 is a top plan view of a life boat constructed according to my invention. Fig. 2 is a side elevation of davits and nested life boats embodying my invention. Fig. 3 is a longitudinal vertical section of a life boat embodying my invention. Fig. 4 is a transverse sectional view on a line 4—4 Fig. 3. Fig. 5 is a rear elevation of the boat.

The reference numeral 1 designates the outer hull of my improved life boat, and 2 the inner hull. These hulls are preferably composed of metal and are spaced apart by means of the ribs 3 which ribs are formed of commercially rolled channel iron or steel to which the hulls may be secured in any suitable manner. The channel construction of the ribs affords rigidity thus strengthening the boat and preventing its collapse. The spaces 5, 6, and 7 between the ribs are air chambers which increase the buoyancy of the boat. Of course there may be as many ribs as in the judgment of the builder is necessary. The upper edge of the outer hull 1 is bent inwardly to form the flange 8 as is more clearly seen in Fig. 4.

9 is the gunwale of the boat which may be constructed of commercially rolled metal one flange of which is securely fastened to the flange 8 of the outer hull, while the other flange is securely fastened to the inner hull. This gunwale by closing the space between the upper edges of the two hulls forms an air chamber 10 at the bow of the boat and 11 at the stern of the boat.

At the stern of the boat the outer hull is depressed to form recesses 12 in which hangers 13 are formed upon which the rudder 14 is swung.

The outer hull is preferably made in two sections. The lower edges of which are bent

up to form flanges 15 to which keel 16 is secured by means of rivets. While I have shown the keel as being constructed of commercially rolled T iron it will be understood that any form of metal may be used, although I prefer the T iron as it increases the rigidity of the boat from stem to stern.

17 are pockets formed between the inner and outer hulls access to which is gained by the openings 18 cut through the inner hull, the bottom of the pocket being closed by commercially rolled channel iron 19 which channel irons extend the major length of the boat as more clearly shown in Fig. 3.

20 are portable seats for the boat provided at each end with hooks 21 hinged thereto which hooks are adapted to engage the edge of the inner hull and the channel irons 19 when in the position shown in Fig. 4.

Pockets 17 serve as receptacles to receive the seats 20 thus leaving the interior of the boat unobstructed for the purpose of nesting as shown in Fig. 2, wherein I have illustrated four boats nested. When the boats are nested I prefer to interpose between the boats buffers 21^a.

22 are davits of suitable construction from which are suspended multiple blocks 23, there being in the present instance four blocks, one for each end of the nested boats as shown.

The keelson 16 is of such construction that it provides a strong and substantial backbone running from end to end of the boat to support the load, while the boat is suspended by its two ends by the davits, while the channel iron ribs serve as substantial transverse braces.

I claim:—

A life boat having an unobstructed receiving space to adapt it to nest with other boats; said boat comprising inner and outer hulls and longitudinal frame-ribs, each secured to both the inner and outer hulls and sub-dividing the inter-hull space into air chambers and pockets; said ribs being located, respectively, at the keel, at the gunwales and along the sides intermediate of the gunwales and keel; said intermediate ribs being constructed of angle iron with an upwardly presented flange next to the inner hull; said inner hull being provided with openings to give access to the pockets above said intermediate ribs; said pockets extending down to said upwardly presented

flanges; said boat being provided with removably mounted seats adapted to enter the pockets above the intermediate ribs and having suspending hooks adapted to engage over the rib flanges at the bottoms of the pocket openings.

The foregoing specification signed at

Ellendale, N. D., this 26th day of Aug., 1912.

GEORGE E. LANE.

In presence of two witnesses:

W. L. BRILEY,

LUCILE CRABTREE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."