

1,078,334.

2 SHEETS—SHEET 1.

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1,078,334.

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2 SHEETS—SHEET 2.

Fig. 3.

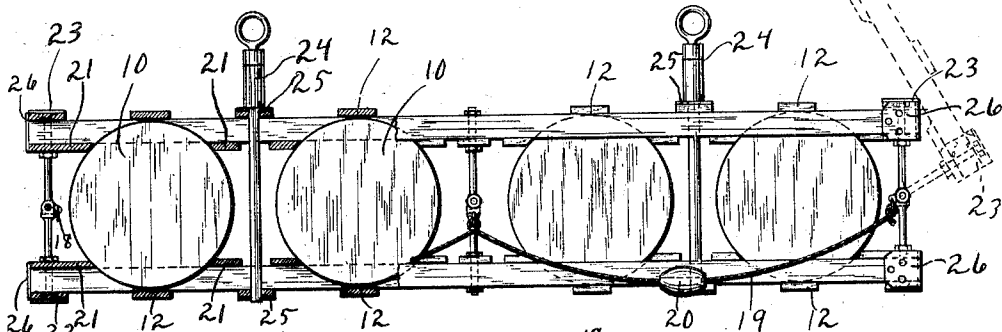
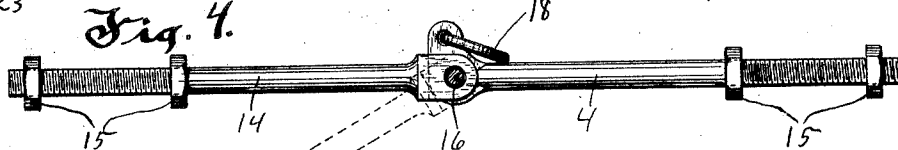


Fig. 4.



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CHARLES W. COOK, OF MILWAUKEE, WISCONSIN.

LIFE-RAFT.

Specification of Letters Patent.

Patented Nov. 11, 1913.

1,078,334.

Application filed January 16, 1913. Serial No. 742,329.

To all whom it may concern:

Be it known that I, CHARLES W. COOK, a citizen of the United States, and resident of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented new and useful Improvements in Life-Rafts, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

This invention has for its object to provide a life raft which will be strong and durable but which will be particularly adapted for ready inspection, testing and repainting.

With the above and other objects in view the invention consists in the life raft as herein claimed and all equivalents.

Referring to the accompanying drawings in which like characters of reference indicate the same parts in different views: Figure 1 is a plan view of a life raft constructed in accordance with this invention. Fig. 2 is a side view thereof with a portion broken away; Fig. 3 is an end view with a portion broken away and one section shown by dotted lines in a position as being opened; and, Fig. 4 is a detail view of one of the hinged bolts.

In these drawings 10 indicates a series of metal cylinders tightly sealed and provided with suitable air pump connections 11 through which they may be tested by air pressure. The metal cylinders are contained between a pair of frame work sections substantially identical in construction so that it is immaterial which section is uppermost when the life raft is launched. Each frame section comprises a series of parallel slats 12 extending lengthwise of the raft and secured by screws or bolts to a series of parallel carlines 13 extending crosswise of the raft. The rectangular frame sections thus produced are securely held together with the metal cylinders between them by means of hinged bolts 14 passing through the ends of the carlines and also through the middle of the end carlines and some of the intermediate carlines. Each of these hinged bolts is formed of two members pivotally connected together with a pair of nuts 15 threaded on their ends by which they are clamped to the frame sections. The pivotal connection between the bolt members is formed by means of a rod 16 extending the full length of the raft and passing

through the pivot eyes of the series of hinged bolts 14 at the two sides of the raft and through the middle of the raft. These rods 16 are held in place within the eyes of the hinged bolt members by having nuts 17 threaded on their ends. One member of each hinged bolt is further provided with an ear carrying a ring 18 through which a life-line 19 is passed, said life-line being festooned entirely around the raft with a seine float 20 at each bight thereof.

The carlines 13 are so spaced apart as to just receive between them the cylinders 10. The ends of the cylinders abutting against the carlines and the slats 12 bearing against the cylinders at diametrically opposite parts thereof. To further rigidly hold the cylinders in place there are slats 21 secured by bolts or screws to the carlines 13 on the inner sides of each frame section and like the slats 12 extending the full length of the raft. These slats 21 are positioned to engage the cylinders and are preferably beveled to fit the walls of the cylinders as shown in Fig. 3 and serve to prevent lateral displacement of the cylinders.

Oar locks 22 are adapted to have their shouldered stems pass through openings 23 provided for them in the slats 12 and 21 at the sides of the raft and similar devices with longer stems to reach through from top to bottom of the raft and provided with closed loops on their ends to receive oars for steering purposes are adapted to fit in openings 25 provided for them in slats 12 at the ends of the raft.

The corners of the raft frame sections are desirably protected by means of bent metal corner plates 26 to prevent injury to the ends of the wooden strips during rough handling of the device.

A life raft constructed in accordance with this invention may be readily opened up for inspection and repainting by simply removing two of the metal rods 16 by unscrewing the nut from one end thereof and sliding the rod lengthwise out of the eyes of the hinged bolt members. When this is done the upper frame section may be swung upwardly as shown by dotted lines in Fig. 3, giving free access to all parts of the device for testing the cylinders and repainting them and the other parts. Furthermore the construction is such that each cylinder fits within pocket-like seats in the frame sections from

which it cannot be dislodged even though subjected to great stress when the raft is launched.

What I claim as new and desire to secure by Letters Patent is:

1. A life raft, comprising float members, frame sections having the float members positioned between them, hinged bolts with removable pivotal pins connecting the frame sections together whereby the removal of the pivotal pins from some of the connecting bolts permits one frame section to swing upon its hinge connections with the other frame section to release the float members.
2. A life raft, comprising float members, frame sections having the float members positioned between them, hinged bolt members secured to the frame sections and provided with interfitting eyes and removable rods passing through the interfitting eyes of the bolt members to hold the frame sections together.
3. A life raft, comprising rectangular frame sections formed of parallel lengthwise slats secured to parallel crosswise carlines, some of the slats being on the outer side of the carlines and other slats being on

the inner side of the carlines, cylindrical float members positioned between the frame sections with their ends fitting between the carlines and their sides bearing against the outer slats and positioned between pairs of the inner slats, the inner slats of each pair being spaced apart a distance less than the diameter of the float members to confine the float members between the frame sections as well as to prevent their lateral movement, and removable means for connecting the frame sections together.

4. A life raft, comprising a pair of frame sections, float members positioned between the frame sections, hinged bolt members connected to the frame sections and having interfitting eyes, rods passing through the interfitting eyes of hinged bolt members to hold the frame sections together, rings on the bolt members of one frame section, and a life line passing through said rings.

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

CHARLES W. COOK.

Witnesses:

R. S. C. CALDWELL,
KATHERINE HOLT.

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