

F. SAVON.
STEAMBOAT.

APPLICATION FILED JUNE 22, 1912.

Patented Mar. 25, 1913.

3 SHEETS—SHEET 1.

1,056,840.

Fig. 1.

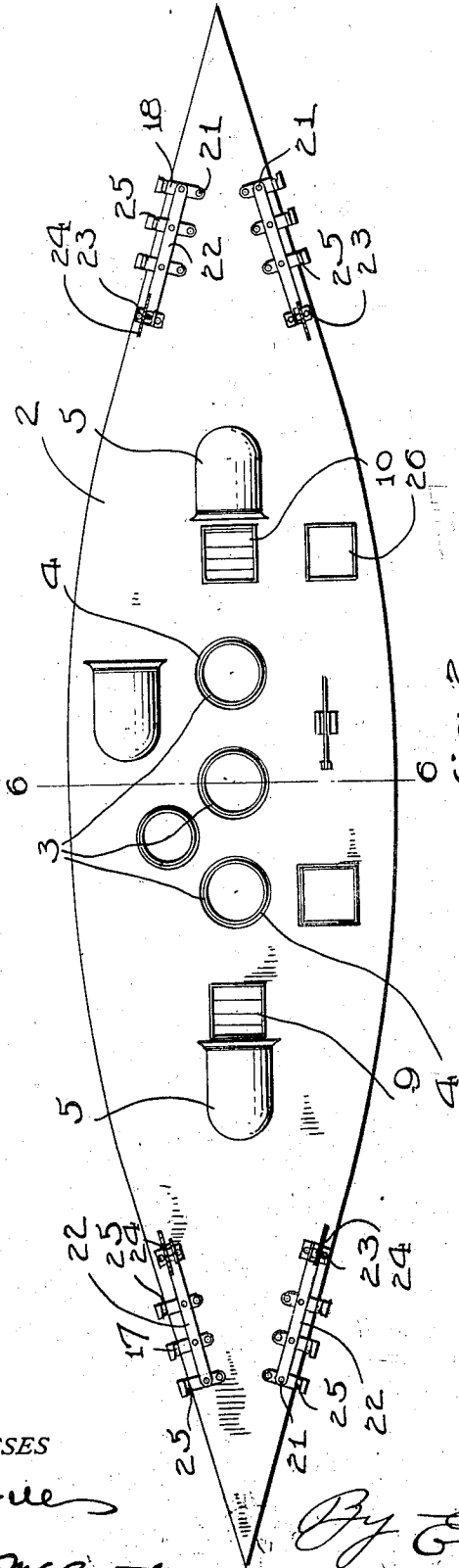
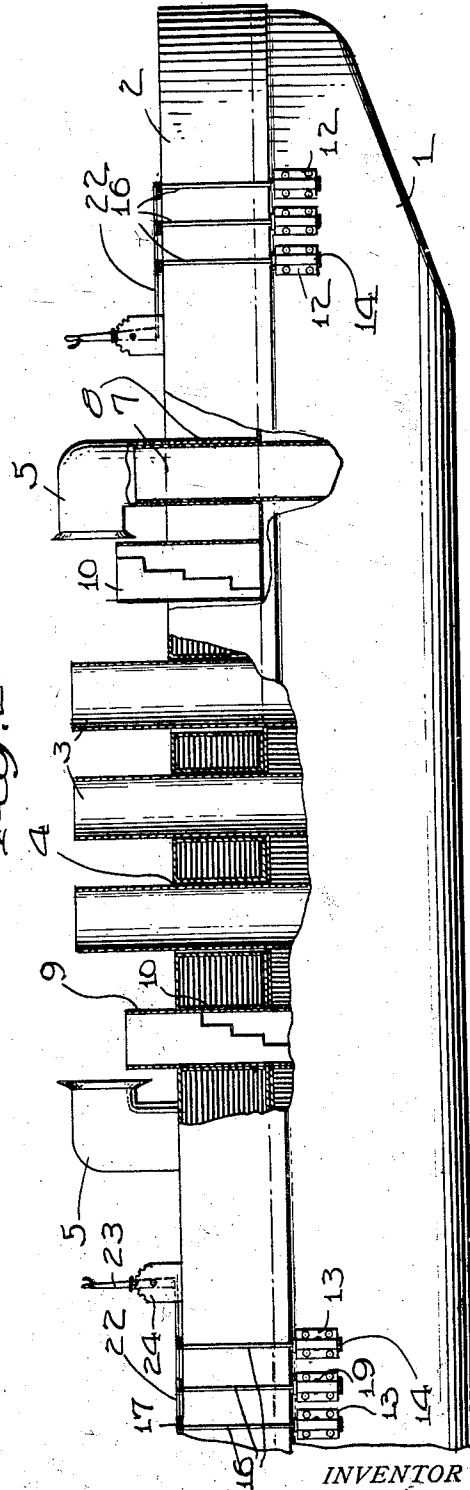


Fig. 2.



WITNESSES

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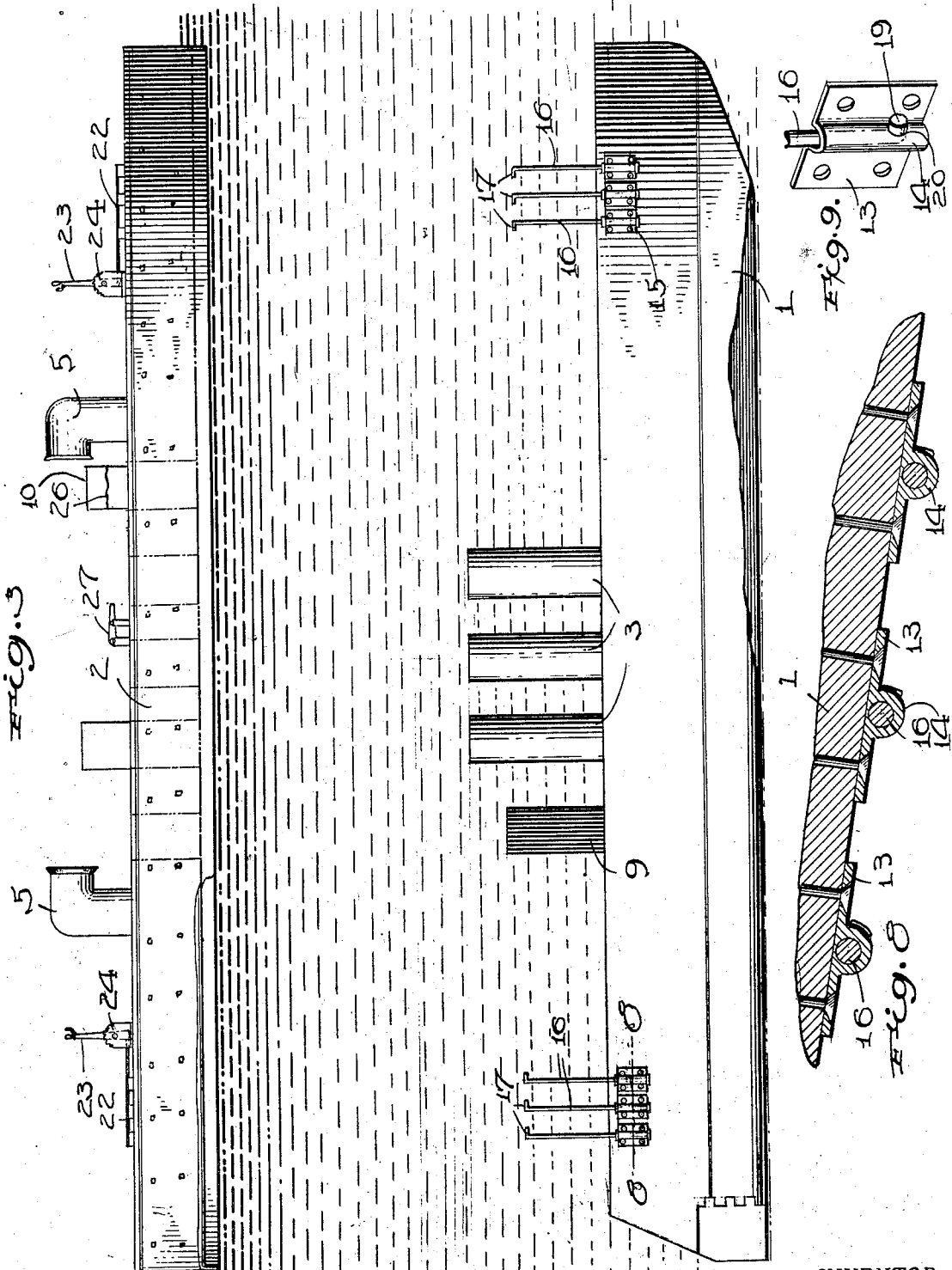
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3 SHEETS-SHEET 3.

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FIG. 4

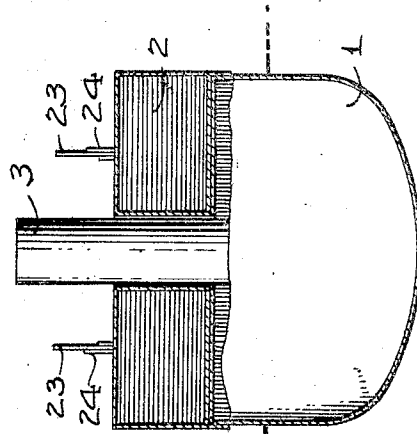
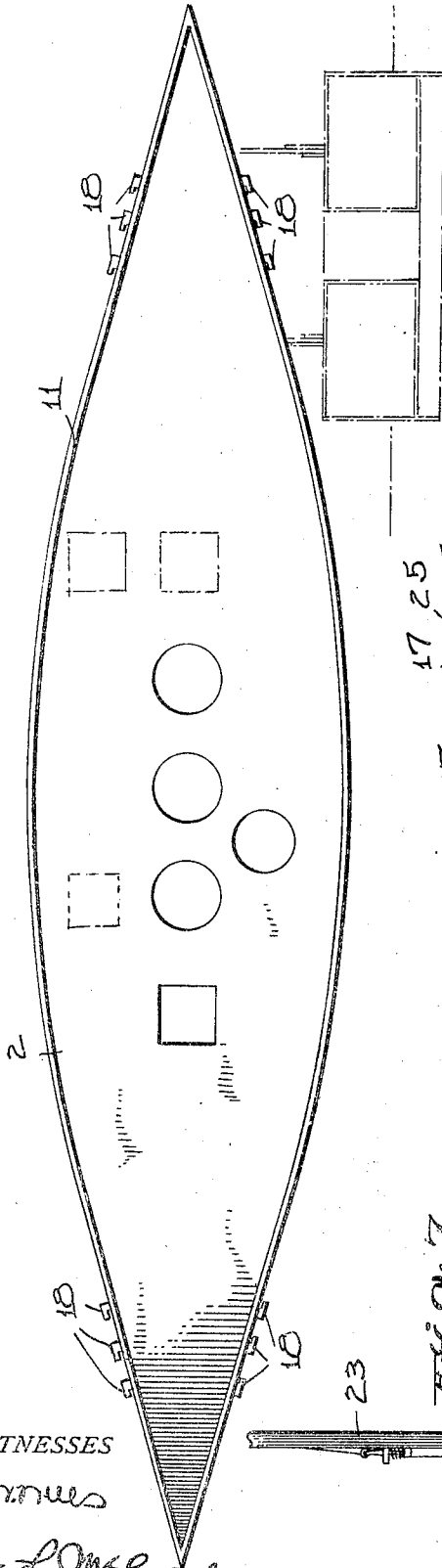


FIG. 6

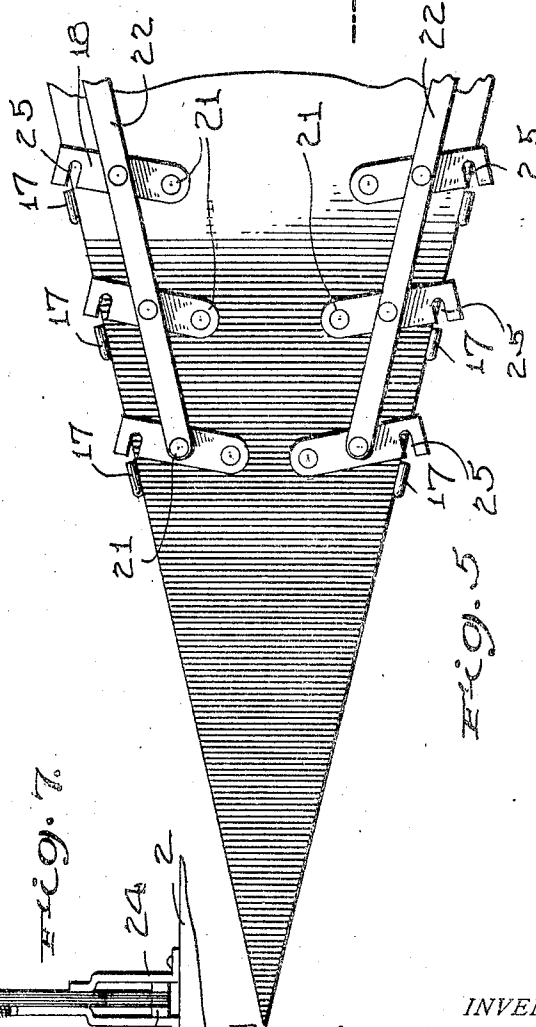
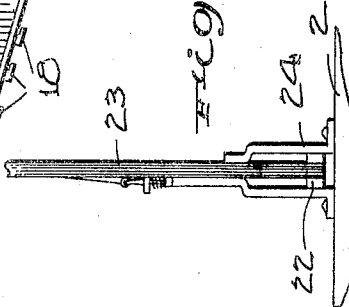


FIG. 5

FIG. 7



WITNESSES

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STEAMBOAT.

1,056,840.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, FRANK SAVON, citizen of the United States, residing at Buckhannon, in the county of Upshur and State of West Virginia, have invented certain new and useful Improvements in Steamboats, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to ships, and has for its object the production of an efficient ship, the bottom of which may be detached from the upper portion whereby the bottom of the ship will be allowed to sink in case of accident and the upper portion thereof will constitute a raft for saving the passengers of the ship.

Another object of this invention is the production of a simple and efficient means for retaining the upper portion of the ship upon the lower portion or keel under ordinary circumstances, but at the same time allow the two portions of the ship to be readily released from each other in case of accident.

With these and other objects in view, the invention consists in general of certain novel details of construction and combinations of parts hereinafter fully described, illustrated in the accompanying drawings, and specifically claimed.

In the drawings, Figure 1 is a top plan view of the ship or vessel containing the present improvement. Fig. 2 is a side elevation thereof partly broken away. Fig. 3 is a side elevation showing the manner in which the two sections of the ship are separated. Fig. 4 is a bottom plan view of the upper portion of the vessel. Fig. 5 is an enlarged top plan view of the latching means for holding the two sections of the vessel in locked engagement with each other. Fig. 6 is a section taken on line 6-6 of Fig. 1. Fig. 7 is a rear elevation of the lever used in connection with throwing the releasing mechanism; Fig. 8 is a section taken on line 8-8 of Fig. 3. Fig. 9 is an enlarged detailed perspective of one form of connecting the tie rods to the lower portion of the ship.

By referring to the drawings by numerals, it will be seen that the vessel is made in two sections, constituting a lower section 1, and an upper or deck section 2. The lower section of the vessel is made in the ordinary manner and may be formed of any

design or size, and within the lower section are adapted to be carried the machines and cargo. The smoke stacks 3 of the vessel are carried by the lower section and pass up through the passage ways 4 formed in the upper deck section 2. One of the air funnels 5 communicates with the lower section 1, whereas the other air funnel 5 communicates with the upper deck section 2 for supplying air to the lower parts of section 1. One of the air funnels 5 passes directly through to the bottom of the vessel as indicated at 7, and this projecting portion 7 which is carried by the lower section 1, projects up through a casing 8 formed in the deck section 2. A stair case 9 is carried by the lower section 1 and projects up through the upper deck section 2 as indicated in Fig. 2, and entrance to the lower portion 1 may be had through this stair case 9.

Of course, it should be understood that the stair case and other portions of section 1 may be constructed in the ordinary designs, a conventional form being shown in the present drawings. The stair case 9 passes through a casing 10 formed in the deck section so that when the lower section of the ship is separated from the upper section 2, the stair case 9 may slide through the casing 10 for allowing the lower section 1 of the ship to be separated from the upper section. The portions of the upper section of the ship which surround the smoke stacks and the stair case 9 are sealed so as to prevent the passage of water into the upper deck section and it will be seen that since the upper deck section is released from the lower section 1 and the lower section is filled with water, the lower section will sink and the upper section float in the manner as illustrated in Fig. 3. The upper deck section is provided with a flange 11 along its side entirely along the lower edge, which flange overhangs the lower section 1 in such a manner as to hold the upper deck section 2 firmly upon the lower section 1, and prevent the same from having any lateral movement upon the lower section 1 in a rough sea. A second stair case 10 is carried by the upper deck section 2, and this stair case communicates with the deck of the upper deck section and does not communicate with the lower section 1. It will, therefore, be seen that access may be had to the bottom of the lower section and the upper section through this stair case, 110

and by separating the two sections water cannot leak through and flood the upper section and at the same time access may be had with the two decks of the upper section. It will, therefore, be seen by considering the drawings that by having the smoke stacks 3 and stair ways 9 extending up through the wells 4 and 10 of the upper deck section 2, that the lower part of the vessel may be readily separated from the upper part.

The lower section of the vessel carries upon each side near each end, a plurality of socket plates 12 which socket plates are provided with laterally extending wing portions 13 having the lower bent portions 14. These flanges 13 are fixedly secured to the sides of the lower portion 1 of the vessel by means of rivets 15, and vertically extending rods 16 are carried by each of the socket plates. These rods 16 are each provided at their upper end with laterally extending portions 17 which are adapted to be engaged by the pivotally latched members 18 carried upon the upper portion of the deck.

As illustrated in Fig. 9 each of the rods 16 is provided with the laterally extending lower end 19 which passes through an aperture 20 formed in the side of the bent portion 14 to hold the rod 16 against rotation and hold it in the proper position to be engaged by the latch members 18. These latch members 18 are pivotally secured to the upper deck as indicated at 21, and are connected together by means of the link members 22. These link members 22 are in turn connected to the lever mechanism 23, which lever mechanism is mounted upon a quadrant 24 for facilitating the operation or swinging of the latch members 18. The outer ends of each of these latch members is notched as indicated at 25 for straddling or fitting over the upper ends of the rods 16. These notch portions 25 normally straddle the upper ends of the rods so as to hold the two sections together, but in case of accident the levers 23 may be thrown to such a position as to cause the notched portions 25 to be released from the upper ends of the rods 16 and thereby allow the lower portion of the vessel to sink in case the lower portion of the vessel should become damaged.

Of course, it should be understood that the coal chutes or coal ways may be placed at any point upon the vessel and the outer hatch ways as indicated at 26 may be employed for supplying or storing groceries and other provisions. These hatch ways 26 are preferably carried upon the upper deck section 2 so as to supply the occupants of the vessel with the necessary food or provisions in case of accident when it was necessary to detach the lower section of the ship. A pump 27 may be also employed upon the vessel to supply the ordinary drinking water, and this water is also kept upon the

upper compartment and so arranged as to be preserved in case the lower section of the ship would have to become detached.

It should be understood that the present invention need not be necessarily limited to the original construction of the vessel for any vessel now in use may be so provided with an upper deck section as set forth by cutting the vessel off just above the water line and building the upper deck section thereon. By applying the releasing apertures as set forth in the present case, the same result may be accomplished by repairing or adding these features to an old vessel as by building an entirely new one.

Of course, it should be understood that the invention may be modified in its mechanical construction without departing from the spirit of the invention.

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

1. A vessel of the class described comprising a lower section and an upper deck section, said upper deck section entirely fitting over said lower section and provided with a flange around its entire edge for overhanging the lower section for preventing said upper section from having any lateral movement relative to said lower section, and means for locking said sections together.

2. A ship of the class described comprising a lower section and an upper section, said upper section provided with a plurality of wells formed therein, said lower section carrying a plurality of smoke stacks and stair cases passing through said wells whereby said lower section may be readily detached from said upper section, and means for normally holding said sections together.

3. A ship of the class described comprising a lower section, an upper detachable section, said upper detachable section provided with a plurality of wells formed therein and sealed against the entrance of water, said lower section provided with a plurality of smoke stacks, and communicating means passing through said wells and said upper section whereby said upper section may be entirely removed from said lower section, and detachable means for normally holding said sections together.

4. A ship of the class described comprising a lower section and an upper section, vertically extending rods carried by said lower section and extending vertically of said upper section, and detachable means carried by said upper section and gripping the upper ends of said rods for firmly holding said sections together.

5. A ship of the class described comprising a lower section and an upper removable section, rods fixedly secured to said lower section and projecting above the upper end of said upper section, and latch means engaging the upper ends of said rods for

holding said upper sections firmly upon said lower section.

5 6. A ship of the class described comprising a lower section and an upper removable section, rods carried by said lower section, latch members carried by said upper section, said rods provided with laterally extending upper ends, latch members engaging said rods for holding said upper section upon said lower section, link means carried by said latch members and means for actuating said link means whereby said latch members will be released from said rods.

10 15 7. A ship of the class described comprising a lower section and an upper removable section, rods carried by said lower section socket plates carried by said lower section and provided with laterally extending flanges for securing the socket plates to said lower section, a bent portion formed upon each socket plate having an aperture formed therein, a rod carried by each socket plate and provided with laterally extending lower end passing through said aperture for hold-

ing said rod against rotation relative to said socket plate, each rod provided with laterally extending free end, and latch means carried by the top of said upper section and gripping said rods to said laterally extending upper ends for firmly holding said upper section upon said lower section. 30

8. A vessel of the class described comprising a lower section and an upper section provided with a plurality of wells, communicating passageways carried by said lower section and passing through said wells in said upper section for facilitating access to said lower section from the upper deck of said upper section, and independent means formed upon said upper section for facilitating access to the interior of said upper section from the upper deck of said upper section. 35 40

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

FRANK SAVON.

Witnesses:

W. G. L. FOTTEN,
C. N. PEW.