

J. KERTÉSZ.

LIFE BOAT.

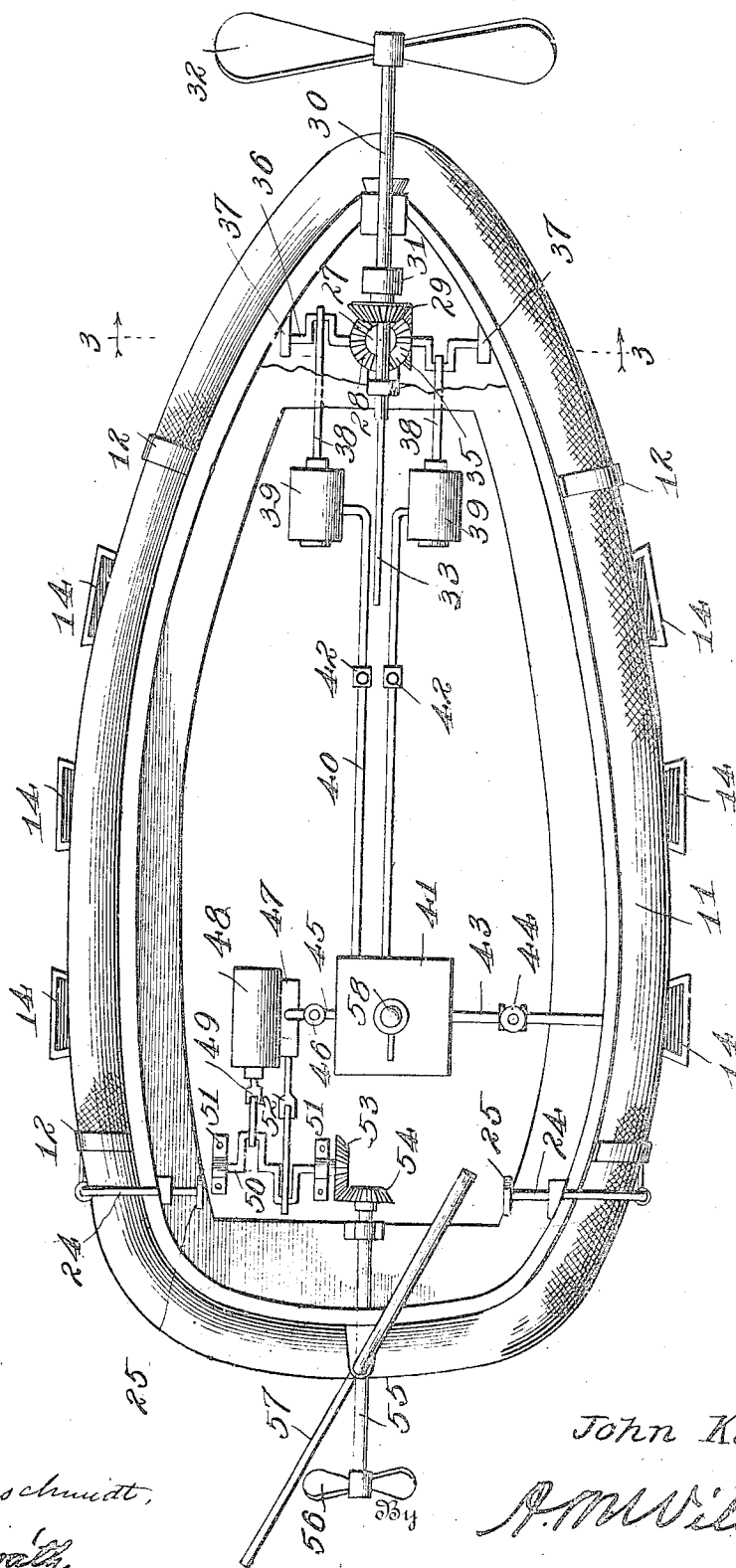
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1,104,428.

Patented July 21, 1914.

2 SHEETS—SHEET 1.

Fig. 1.



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Witnesses

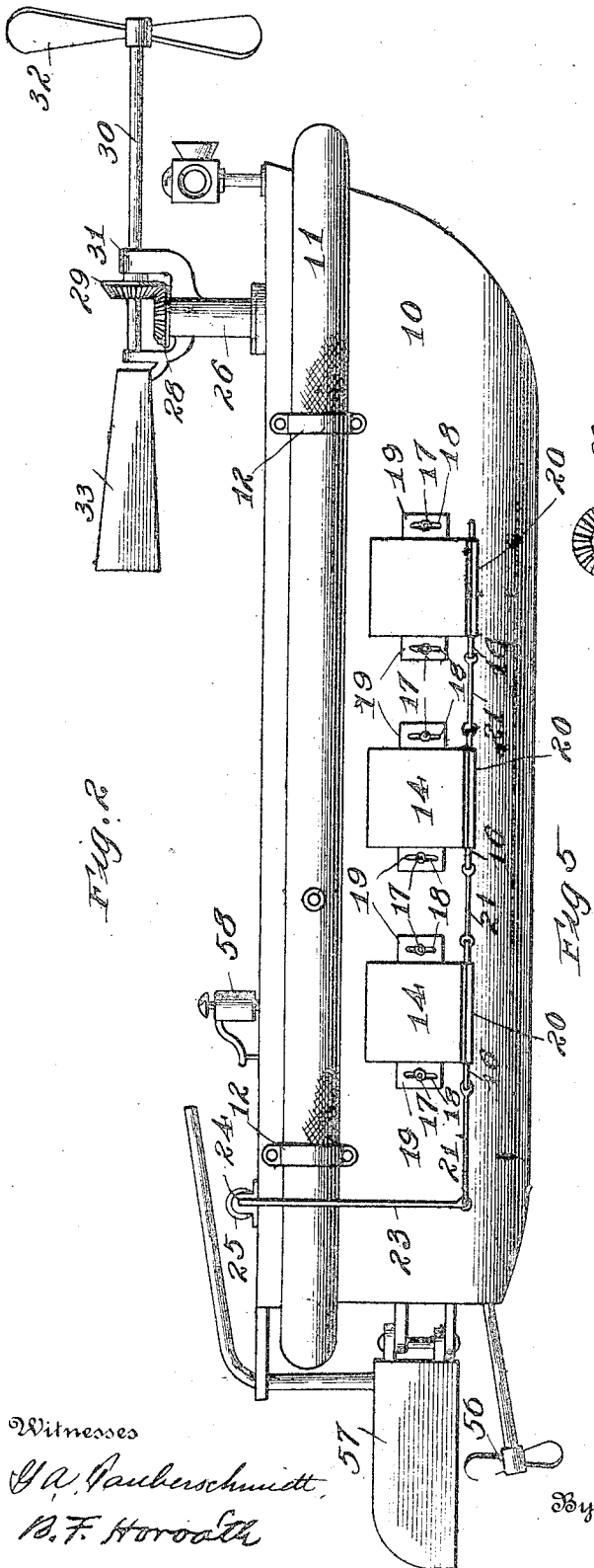
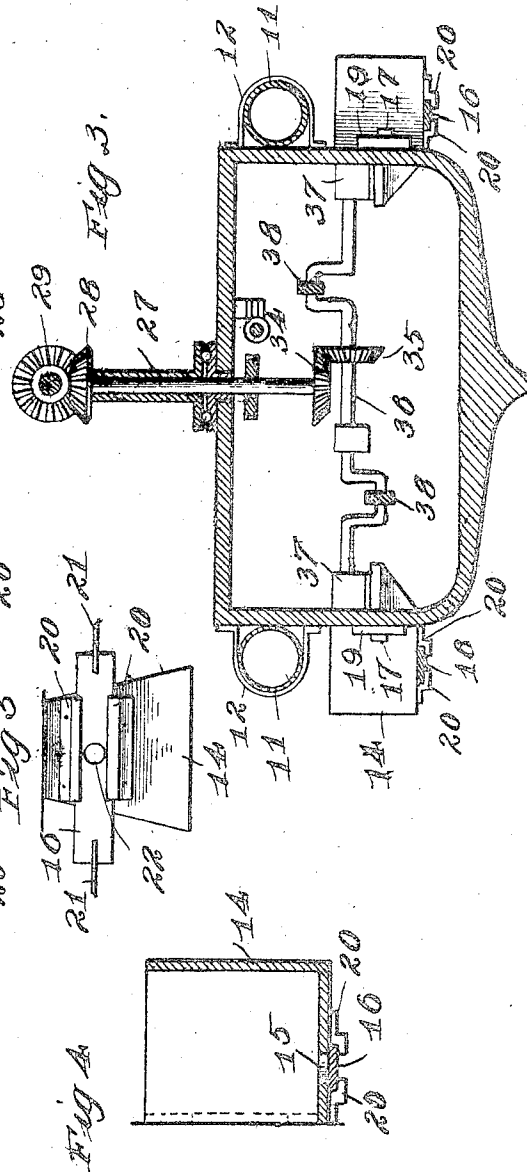
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UNITED STATES PATENT OFFICE.

JOHN KERTÉSZ, OF POTTSTOWN, PENNSYLVANIA.

LIFE-BOAT.

1,104,428.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN KERTÉSZ, a subject of the King of Hungary, residing at Pottstown, in the county of Montgomery and State of Pennsylvania, have invented certain new and useful Improvements in Life-Boats, of which the following is a specification.

This invention relates to certain new and useful improvements in life boats, and has for its object to provide a life boat with means designed to prevent collapsing of the boat when launched and to also provide the boat with means for generating power and utilizing such power for propelling the boat.

An embodiment of my invention is illustrated in the accompanying drawings and will hereinafter be described in detail and then claimed, and in describing the invention in detail, while reference will be had specifically to the embodiment shown, it is to be understood that various changes may be made in details of construction without departing from the spirit or scope of the invention as claimed.

In the drawings: Figure 1 is a top plan view of a life boat constructed in accordance with my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a transverse vertical sectional view taken on the line 3—3 of Fig. 1, looking in the direction of the arrow. Fig. 4 is a transverse vertical sectional view through one of the adjustably-mounted equilibrators detached from the boat hull, and Fig. 5 is an underneath plan view of the same.

In the drawings, 10 designates the boat body which may be of any desired outline or shape. Means is provided whereby should the body be unduly loaded, sufficient buoyancy will be provided to keep the same afloat. This I accomplish by means of a pneumatic tube 11 which I secure to the exterior of the boat in any desirable manner as by keepers 12, such buoyant member or tube being located preferably near the top of the boat. This tube is inflated mechanically in a manner as will hereinafter more fully appear.

On opposite sides of the boat, I provide a plurality of adjustable equilibrators preferably in the form of boxes as 14 having open tops and each having an opening 15 in the bottom controlled by a slide valve 16. These equilibrators are adjustable on the sides of the boat hull by means of securing

bolts 17 passing through slots 18 in side lugs 19 at opposite sides of the boxes 14. The slide valves 16 work in guides 20 secured to the underneath face of the box bottoms, and the slide valves on one side of the boat hull are connected together so that all will operate in unison, as by means of links 21 connected to each end of each slide valve, the latter being provided with openings 22 adapted to be moved into or out of registry with the openings 15. The link 21 at one end of the series is connected to an arm 23 extending upwardly to the top of the boat and having an angular extension 24 on the inner end of which is a suitable handle 25. By opening the slide valve 16, a quantity of water can be admitted into the boxes 14 to provide for balancing of the boat as desired.

In the bow of the boat is a stand 26 in which is journaled a shaft 27 having a beveled pinion 28 on its upper end which meshes with a beveled pinion 29 mounted on a shaft 30 carried by a bracket 31. On the outer end of the shaft 30 is a wind wheel 32, the other end of said shaft carrying a vane 33. The stand 26 is rotatable so that the wheel 32 will always face the wind, and on the lower end of the shaft 27 is keyed the beveled pinion 34 which meshes with a similar pinion 35 carried on a crank-shaft 36 that is journaled at its ends in brackets 37. Piston rods 38 are connected to the cranks of shaft 36 and their pistons (not shown) operate in pump cylinders 39 which are connected by pipes 40 to an air storage tank 41, check valves 42 being provided in said pipes 40 to allow the air to pass to the tank 41 and prevent its return to the cylinders 39.

A pipe 43 having a controlling valve 44 leads to the inflatable tube 11 so that the air stored in tank 41 may be utilized for inflating said tube 11.

A pipe 45 having a shut-off valve 46 leads from the storage tank 41 to the air chest 47 of an engine cylinder 48, the piston rod 49 of which is connected to one of the links of a crank shaft 50 suitably journaled in bearings 51 at the rear end of the boat. The slide valve rod 52 of the slide valve (not shown) is connected to the other crank of said crank shaft 50. On one end of said crank shaft 50 is a beveled pinion 53 which meshes with a pinion 54 on the inner end of a propeller shaft 55, the outer end of which carries a propeller 56. A suitable rudder 57

is also provided at the rear end of the boat. The storage tank 41 may be provided with a whistle 58.

With the boat launched, the wind wheel will, by reason of its being rotatably-mounted, always face the wind owing to the provision of vane 33, thus operating shaft 30 and through the train of gearing as above described, operating crank shaft 36 to work the piston rods 38, forcing the air compressed in cylinders 39 through pipes 40 into the storage tank 41. When a sufficient quantity of air has been obtained, the opening of valve 46 allows the air to pass to the engine 48 so as to operate crank shaft 50 and the propeller shaft 55.

Various slight changes may be made in the details of construction without departing from the spirit and scope of my invention.

What I claim as new and desire to secure by Letters Patent of the United States is:—

1. The combination with a life boat, of a pneumatic tube arranged around the exterior of the boat, an air storage tank, a wind-driven pump for supplying air to said tank,

and a connection between said tank and tube.

2. The combination with a life boat, of a pneumatic tube arranged around the exterior of the boat, means for supplying air to said tube, a plurality of equilibrators at each side of the boat, each of said equilibrators being closed at its top and having a valve at its bottom, all of the valves at each side of the boat being connected together, for operation in unison.

3. The combination with a life boat, of a pneumatic tube arranged around the exterior of the boat, equilibrators at each side of the boat, said equilibrators having closed tops, and each being provided at its bottom with a slide-valve, said valve having link connections, and means for operating all of the slide valves at one side of the boat together.

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

JOHN KERTÉSZ.

Witnesses:

WILLIAM BODNER,
JOHN RAZAS.