Dec. 11, 1923.

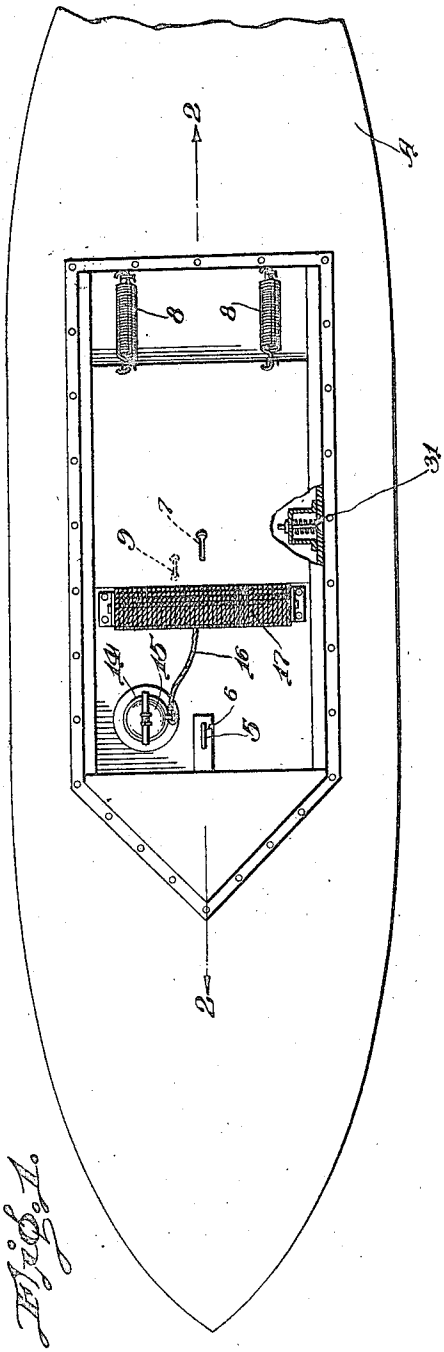
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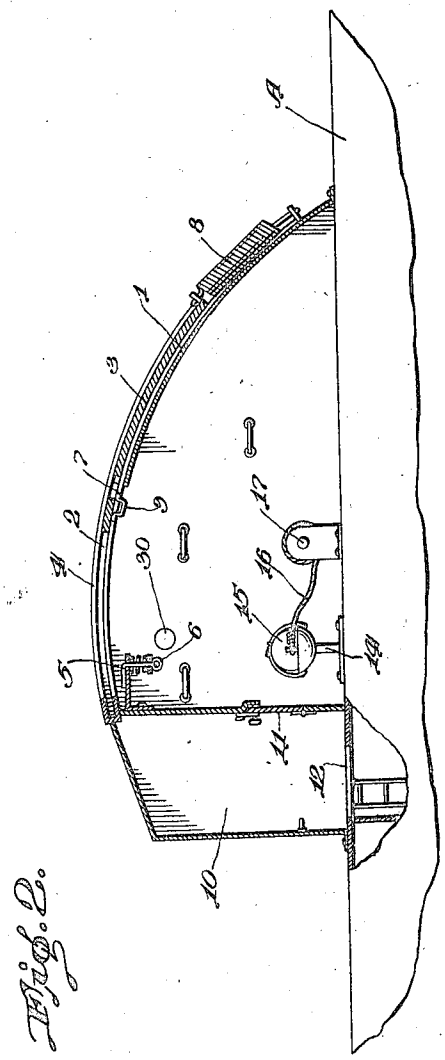
J. T. HISERT

ATTACHMENT FOR BOATS

Filed March 28. 1922

2 Sheets-Sheet 1





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2 Sheets-Sheet 2

Fig. 3.

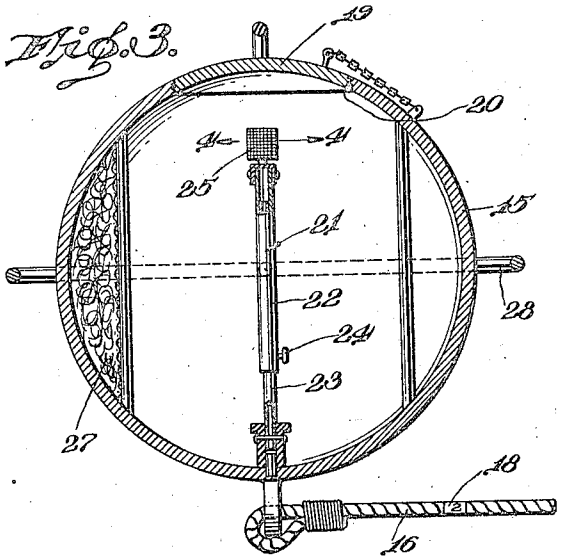


Fig. 4.

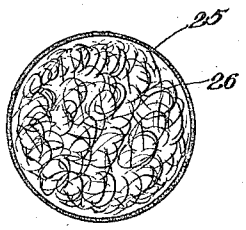


Fig. 6.

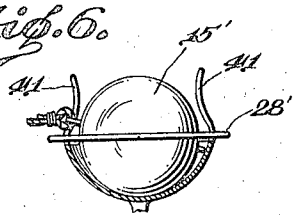
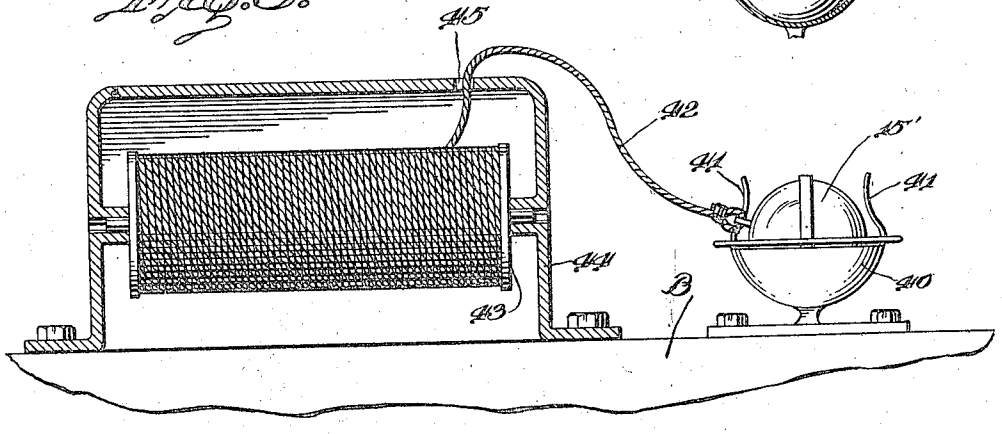


Fig. 5.



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Patented Dec. 11, 1923. 1,477,487

UNITED STATES PATENT OFFICE.

JOHN THOMAS HISERT, OF CHICAGO, ILLINOIS.

ATTACHMENT FOR BOATS.

Application filed March 28, 1922. Serial No. 547,574.

To all whom it may concern:

Be it known that I, JOHN T. HISERT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Attachments for Boats, of which the following is a specification.

This invention relates to a signaling attachment for boats, and an object of the invention is to provide a buoy structure which is adapted to be carried by a boat in a convenient location and released for floating to the surface in case the boat sinks.

Another object of this invention is to provide a buoy structure as specified and a retaining housing therefor which are particularly designed for use upon submarines, the said housing being accessible from the interior of the submarine in case the latter sinks or becomes disabled beneath the surface of the water so as to permit the release of the buoy for signaling purposes and to permit determining of the location of the stricken boat or ship, and also to provide a novel form of housing having inlet and outlet valves whereby the controlling of water there into may be regulated to prevent injury to the occupant of the compartment or to the boat by the rushing of water therein when the compartment is open to permit release of the buoy.

Another object of the invention is to provide an improved buoy construction which has a signaling member detachably supported therein, the said member carrying a suitable flare by means of which a distress signal may be given and which buoy further has an annular handle thereon to permit the operator to hang to the buoy during the rising of the buoy through the water.

Other objects of the invention will appear in the following detailed description taken in connection with the accompanying drawings wherein:

Fig. 1 is a top plan of a boat showing the improved attachment applied thereto and having the buoy outlet door open.

Fig. 2 is a longitudinal section taken on the line 2—2 of Fig. 1.

Fig. 3 is a section through the buoy.

Fig. 4 is a detail section on the line 4—4 of Fig. 3.

Fig. 5 is a view of a modified form of the invention.

Fig. 6 is a detail section through a part of the modified form.

Referring more particularly to the drawings, a boat preferably a submarine is indicated at A in Figs. 1 and 2 of the drawings, and it has a buoy housing or compartment 1 attached to its upper surfaces, which compartment has a buoy outlet door opening 2 formed in the top thereof, which opening is normally closed by the door 3 which slides in the guides 4 and is locked in closed position by means of the engagement of the locking end 5 of the bolt 6 in the recess 7 in the under surfaces of the door. The door 3 has spiral springs 8 connected thereto which are also connected to the housing 1 through the medium of suitable brackets, which springs will move the door 3 into open position upon release of the locking bolt 6. A handle 9 is carried by the door to facilitate the closing movement thereof.

Access to the compartment 1 from the interior of the boat or submarine A is had through the auxiliary compartment 10 and door 11. A hatchway or opening 12 is provided to permit access to the auxiliary compartment 10. The door 11 is normally closed, and locked, the locking mechanism being operable from the auxiliary compartment 10 so as to permit a passenger to pass from the auxiliary compartment into the buoy compartment 1. A fluid tight closure is provided by the door 11. A buoy supporting stand 14 is carried within the compartment 1 and it releasably supports a buoy 15 which is preferably spherical in shape and has a rope or cable 16 connected thereto, which is wound upon a drum 17 so that it will unwind from the drum during the rising of the buoy through the water in which the boat is submerged. The cable 16 is measured off in predetermined lengths of linear measurement and indicated as shown at 18 so that as the rope or cable pays out from the drum 17 and when the buoy 15 reaches the surface of the water the depth at which the boat is sunk may be readily and accurately determined.

The buoy 15 is hollow and has a removable closure 19 screwed into an arm opening 20 formed in the buoy, the said arm opening being provided to permit access to the interior of the buoy for removing the signaling device 21. The signaling device 21 comprises a tubular handle 22 which telescopically receives the supporting rod 23 securely carried by the shell of the buoy 15. If it is so desired a thumb screw 24 may be provided

for holding the tubular handle 22 in adjusted positions along the rod 23 and the rod 23 is of sufficient length to permit the extension of the upper flare carrying end of the tubular handle 22 out of the buoy 15. A foraminous basket 25 is carried by the upper end of the tubular handle 22 and it contains suitable inflammable material such as oil soaked waste, as shown at 26 which may be ignited and will give a brilliant flare or flame for signalling passing ships. A replenishing supply of inflammable material is carried within the buoy 15 at one side as shown at 27.

An annular handle 28 extends around the buoy 15 and is provided so that an operator may grip this handle and ride upwardly through the water with the buoy.

It will be appreciated, by particular reference to Fig. 2 of the drawings that when the door 3 is open to permit the buoy 15 to pass out of the compartment 1 the water would rush into the compartment and in all probability overcome the operator and possibly injure the boat, but to prevent rushing action of the water an inlet valve structure of any approved type diagrammatically indicated at 30 is provided which is opened by the operator when he enters the compartment 1 to permit the water to flow into the compartment without injuring anything therein. When the water reaches a proper predetermined level within the compartment the door 3 may then be opened to permit the buoy 15 to pass out of the compartment. An outlet valve structure 31 of any approved type is carried by the compartment 1 near its bottom to permit the draining of water therefrom when desired, and it is to be understood that this outlet valve structure may be constructed in any approved type to permit controlling of this operation so that the outlet of water from the compartment may be controlled at will.

In Figs. 5 and 6 of the drawings a modification is shown wherein the buoy structure is designed for use on ordinary ships for signaling purposes in case of distress or sinking of the ship. This modified structure comprises a buoy stand or support 40 which is adapted for attachment to the deck of a boat as indicated at B and it comprises resilient or spring fingers 41 which are adapted to engage about the buoy 15′ and inwardly of the annular handle 28′ of the buoy as clearly shown in the drawings. The buoy 15′ has a cable 42 attached thereto which is connected to the drum 43. The drum 43 is enclosed in a housing 44 which is provided with a suitable opening 45 to permit the cable to pass therefrom. The buoy 15′ is similar in construction to the buoy 15 and is adapted to carry a suitable signaling mechanism. When a ship equipped with the modified form of the buoy sinks the buoyancy of the buoy will cause it to rise and releasing engagement of the spring fingers or arms therewith, permit it to ascend to the surface of the water.

It is, of course, to be understood that the invention may be constructed in other manners and the parts associated in other relations and, therefore, I do not desire to be limited in any manner except as set forth in the claim hereunto appended.

Having thus described my invention what I claim is:

An attachment for boats comprising a compartment formed on the top of the boat, signalling means within the compartment, arcuate shaped guides arranged at the top of the compartment, an arcuate shaped door sliding in said guides, and a plurality of springs connected to one edge portion of the door for sliding same to open position.

In testimony whereof I affix my signature.

JOHN THOMAS HISERT.