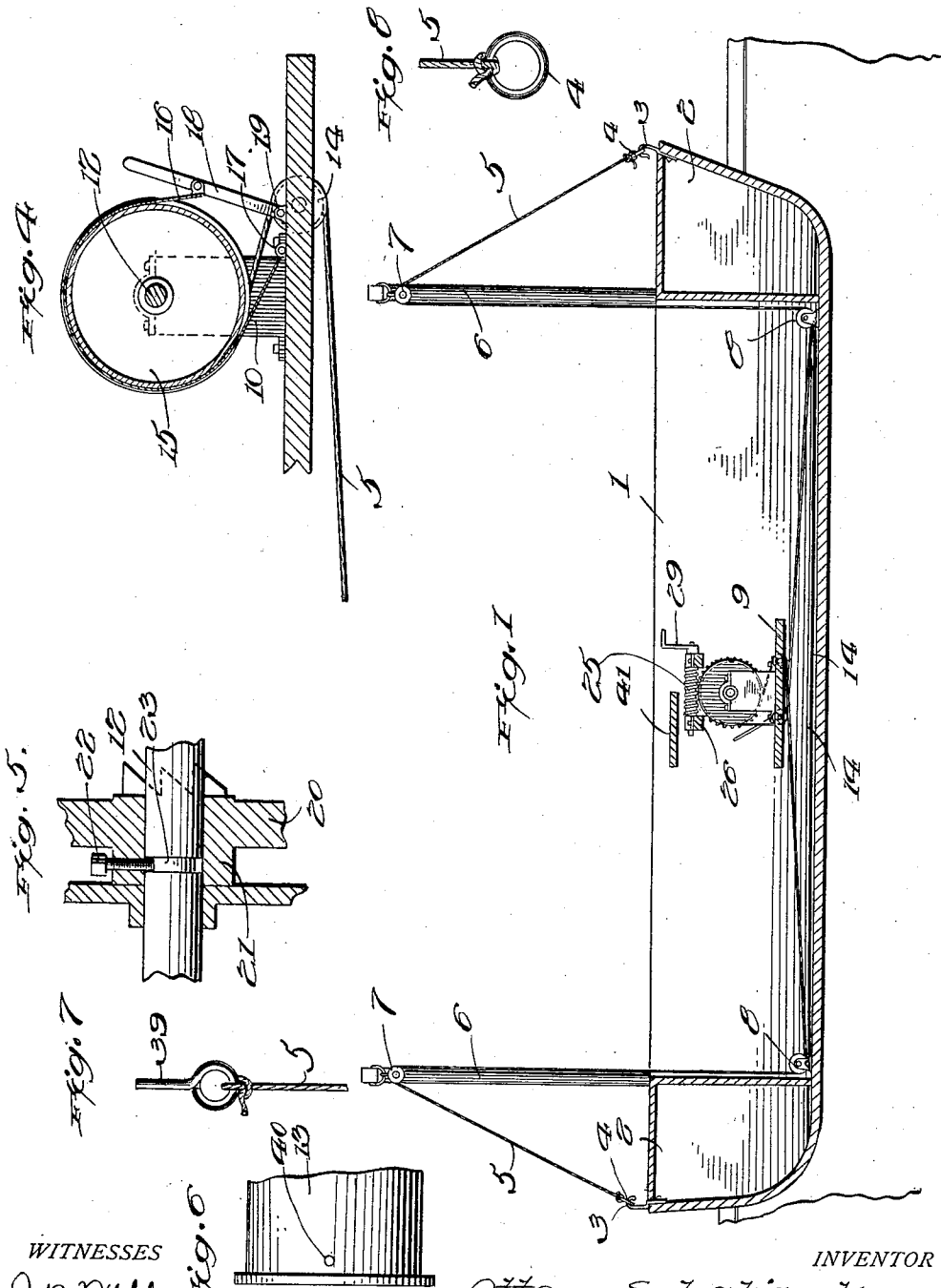


O. SCHALINSKY.
LIFE BOAT CONTROLLER.
APPLICATION FILED JAN. 18, 1912.

1,032,949.

Patented July 16, 1912.

2 SHEETS—SHEET 1.

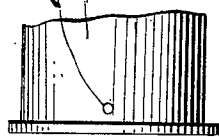


WITNESSES

J. M. M.

Geo. L. McLeathran

Fig. 6



Otto Schalinsky

INVENTOR

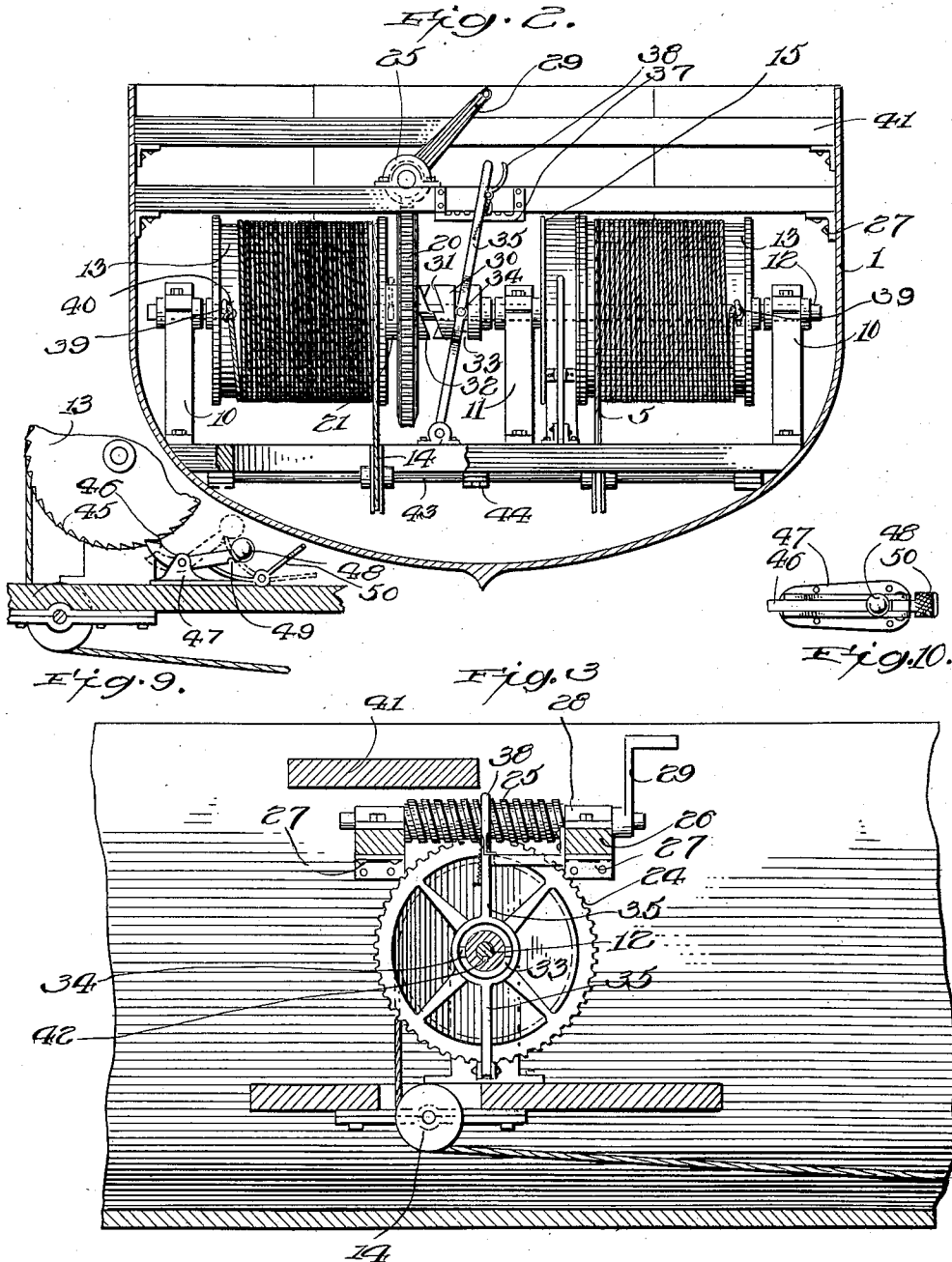
By E. E. Wroonan, his Attorney.

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WITNESSES

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OTTO SCHALINSKY, OF JERSEY CITY, NEW JERSEY.

LIFE-BOAT CONTROLLER.

1,032,949.

Specification of Letters Patent.

Patented July 16, 1912.

Application filed January 18, 1912. Serial No. 671,897.

To all whom it may concern:

Be it known that I, OTTO SCHALINSKY, a citizen of the United States, residing at Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Life-Boat Controllers, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to life boats and has for its object the provision of means for facilitating the raising and lowering of a life boat from the derricks carried by a ship.

Another object of this invention is the production of an efficient means carried centrally of the life boat whereby the boat may be conveniently raised and lowered upon the derricks and controlled from the center of the life boat, thereby making it possible for one man to operate the same.

With these and other objects in view this invention consists of certain novel constructions, combinations, and arrangements of parts, as will be hereinafter fully described and claimed.

In the drawings Figure 1 is a longitudinal sectional view of the life boat showing the same supported by the cranes. Fig. 2 is a transverse sectional view through the life boat. Fig. 3 is a central transverse sectional view through the elevating and controlling means for the raising and lowering of the life boat. Fig. 4 is a transverse sectional view through the elevating and lowering means showing the construction of the brake mechanism. Fig. 5 is a transverse sectional view through the supporting shaft showing the manner of connecting the worm wheel to the shaft. Fig. 6 is a fragmentary side elevation of one of the winding drums. Fig. 7 is a plan view of the pin for attaching the cable to the winding drum. Fig. 8 is a plan view of one of the eyes for engaging the hook carried by the ends of the life boat. Fig. 9 is a transverse section of the boat showing a modified form of the means for holding the drums against rotation independently of the worm 25. Fig. 10 is a top plan view of the locking pawl used in connection with the structure as illustrated in Fig. 9.

In the drawings 1 designates the life boat which is preferably provided at each end with an air tank compartment 2 for assisting in the buoyancy of the boat. Supporting hooks 3 are carried by each end of the

boat, and these hooks are engaged by the eyes 4 carried by the cables 5. Of course, the usual cranes 6 are carried by the vessel upon which the life boats are carried, and these cranes 6 support blocks 7 over which the cables 5 pass. Pulleys 8 are carried by the boat near each corner thereof so as to be substantially directly below the blocks 7, so as to allow a vertical pull upon the cables while winding the cables upon the drums hereinafter described.

A platform 9 is supported near the bottom of the boat 1 and extends transversely of the boat, and supports at each end a journal bracket 10. An additional journal bracket 11 is placed near the center of the platform 9 and these brackets 10 and 11 support the shaft 12 which extends there-through. A winding drum 13 is carried near each end of the shaft 12 and the cables 5 are wound thereon after first having passed over the pulleys 8 in the boat and the pulleys 14 carried by the platform 9. Of course, the pulleys 14 are so placed as to allow convenient winding of the cables upon the drums 13 as is clearly illustrated in Fig. 2. An auxiliary brake drum 15 is carried adjacent one of the drums 13 and a brake band 16 passes thereover having one end thereof secured to an anchor member 17. The other end of the band 16 is fixedly secured to a lever 18 which lever is pivotally secured to the platform 9 by means of a journal 19. It will therefore be obvious that as the lever 18 is shifted the band 16 will be tightened upon the drum, thereby controlling the rotation of the drums, and allowing the boat to gradually descend to the water. This brake mechanism, of course, is used, especially when lowering of the boat from the vessel carrying the same to the water. A worm wheel 20 is carried adjacent the other drum 13, and this worm wheel has a laterally extending collar through which passes a set screw 22 having its lower end fitted in a circumferential groove 23 formed in a shaft 12. It will, therefore, be obvious that through this means the worm wheel 20 may have free rotating movement relative to the shaft but will be locked against longitudinal movement thereon. The worm wheel 20 is, of course, provided with the worm teeth 24 formed upon its periphery, which worm teeth mesh with the worm screw 25 carried by the transversely extending beams 26,

which beams are supported by the boat 1. Of course, these beams 26 may be secured to the sides of the boat in any suitable manner, angle brackets 27 being illustrated in the present instance for convenience. The worm screw 25 is supported upon the transversely extending members 26 by means of journals 28, and this worm screw 25 is rotated by means of a crank 29 or any other suitable means which may be substituted therefor.

A clutch 30 is slidably mounted upon the shaft 12 and is provided with clutch teeth 31 which engage the clutch teeth 32 formed upon the worm wheel 20. The clutch 30 is provided with a circumferential groove 33 in which fit the transverse pins 34 carried by the clutch operating lever 35. This operating lever 35 is journaled upon a bracket 36 carried by the platform 9. A rack 37 is carried by one of the transverse beams 26, and is adapted to be engaged by the latch 38 which is pivotally secured to the lever 35. By means of this rack 37, and latch 38, the lever 35 may be held in such a position as to retain the clutch 30 in engagement with the clutch teeth 32 carried by the worm wheel 20, thereby causing the shaft 12 to have rotary movement when the crank 29 is operated. Of course, it should be understood that the clutch 30 is keyed to the shaft 12, as well as drums 13 and 15, and that when the worm gear 20 is rotated the clutch 30 is in engagement therewith, the drums 13 will be rotated thereby winding the cables 5 upon the drums 13. The pulleys 14 are, of course, so positioned as to allow the cables 5 to be unwound from the drum 13 without coming into engagement with each other.

After the life boat has been lowered to the water the rings 4 are detached from the hooks 3, and the pins 39 which are connected to the cables 5 are removed from the apertures 40 formed in the drums 13, thereby, at all times, leaving the cables 5 in engagement with the block 7 carried by the crane 6. When the boat is raised to the deck of the ship, cables are again attached to the drums and hooks 4 in the manner as just described. The usual seat 41 is carried by the boat 1 and is preferably positioned above the operating mechanism so that the same will be handy to the occupant of the boat.

From the foregoing description, it will be obvious that a very efficient, and durable elevating and lowering mechanism has been produced which may be attached to a boat of the ordinary construction so that the same may be raised and lowered without the ne-

cessity of employing more than one person to operate the same.

The lever 35 encircles the clutch 30 and is provided with a plurality of pins 34, as previously described, which pins work in the semicircular groove 33. The clutch 30 is keyed to the shaft 12 by means of a key 42. The pulleys 14 are loosely journaled upon shaft 43 which is supported by means of journal tongues 44. These pulleys 14 are so loosely mounted upon the shaft 43 as to allow the same to slide to accommodate the entire cables while unwinding from the drums.

In Fig. 9 there is disclosed means for locking the drums against rotation independently of the worm 25, which may be used if so desired and the drum 13 is provided with ratchet teeth 45 which are adapted to be engaged by the inner end of the pawl 46. This pawl 46 is carried by a bracket 47 and this pawl carries at its outer end a weight 48. A notch 49 is formed near the weight 48 and is adapted to be engaged by the inner end of the trip 50 when it is desired to hold the latch 46 out of engagement with the teeth 45.

What is claimed is:—

1. In a lifting device for a boat the combination with a hull of the boat, of a platform secured to the bottom of the boat and within the hull thereof, a windlass supported upon said platform, pulleys suspended from the under face of said platform, said platform being provided with apertures for facilitating the placing of the cables from the windlass through said aperture and around said pulley, thereby, when tension is brought to bear upon the cables carried by the windlass, the windlass will be held firmly upon the platform.

2. In a lifting device for a boat, the combination with a hull of the boat, of a platform secured to the bottom of the boat and within the hull thereof, a shaft supported below said platform said platform being provided with elongated slots, pulleys working upon said shaft and loosely mounted thereon and capable of having longitudinal movement upon said shaft for allowing said pulleys to coöperate with said windlass while the cables are being wound upon the drums.

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

OTTO SCHALINSKY.

Witnesses:

ANDREW FENNER.

AUGUST SÖHNLINSKY.