

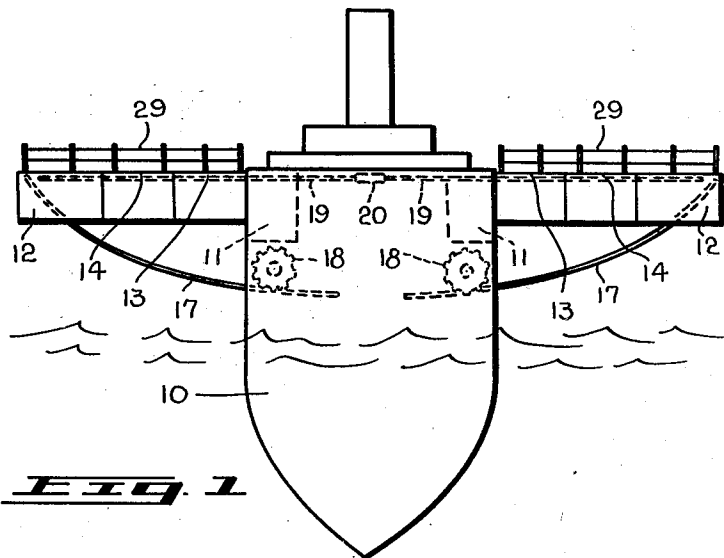
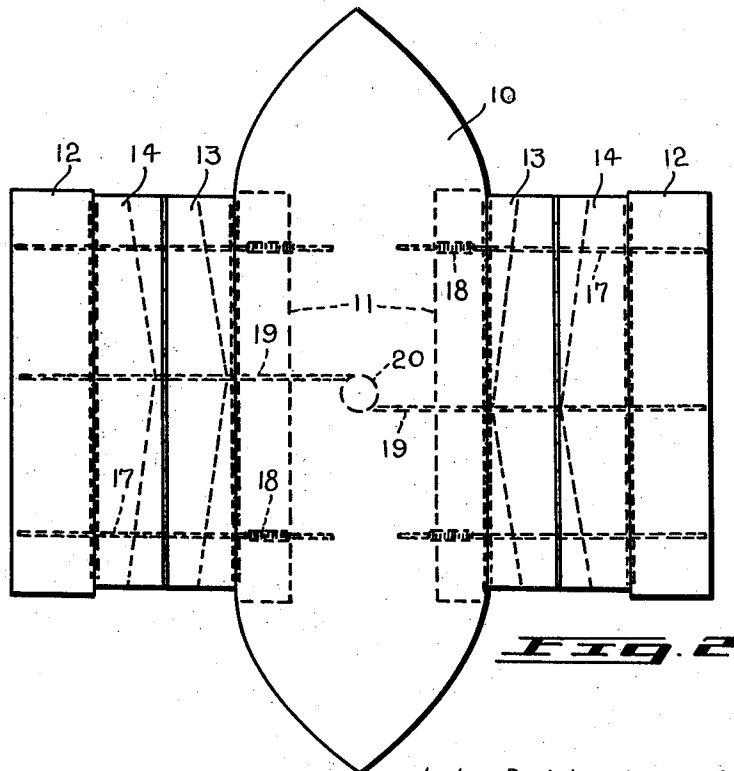
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J. BOLDIS ET AL
SAFETY DEVICE FOR BOATS

2,233,240

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3 Sheets-Sheet 1



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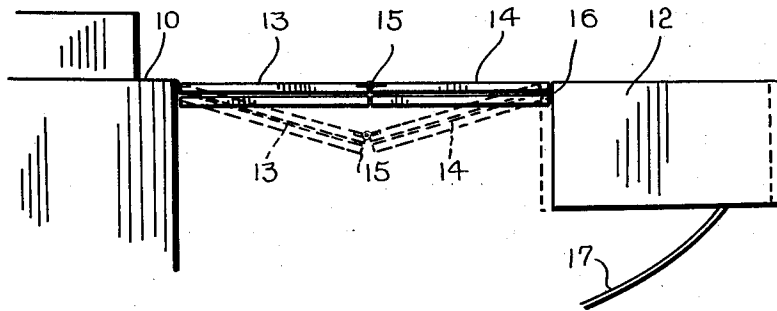
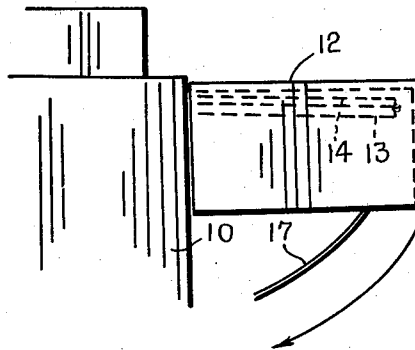
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3 Sheets-Sheet 3

FIG. 6

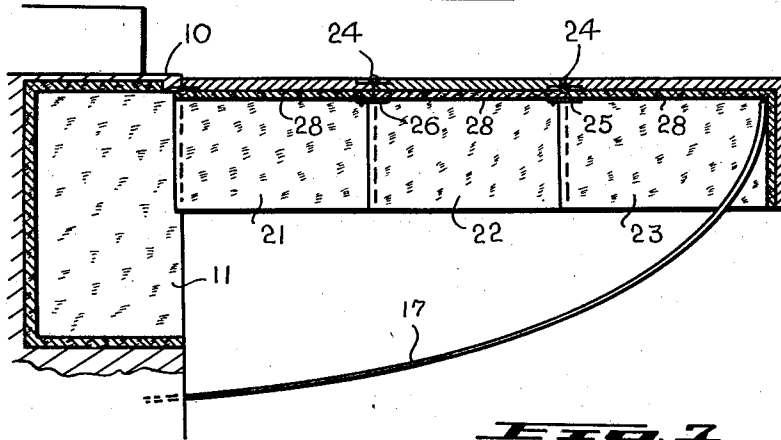


FIG. 7

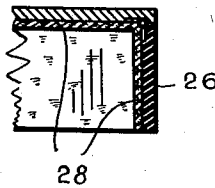
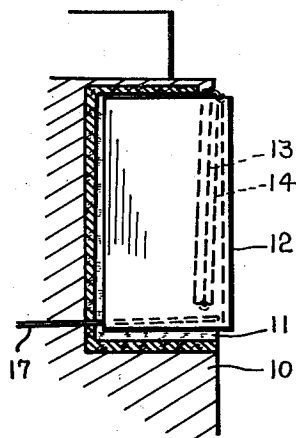


FIG. 5



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UNITED STATES PATENT OFFICE

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SAFETY DEVICE FOR BOATS

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Courtland, Ontario, CanadaApplication January 25, 1939, Serial No. 252,820
In Canada November 10, 1938

2 Claims. (Cl. 114—68)

This invention relates to new and useful improvements in a safety device for boats. Its primary object being to provide float means to prevent a ship from sinking. Said means being collapsible or foldable within the sides of a ship and having operating mechanism whereby the device may be extended outward as required.

A further object of the invention is to provide safety means for ships including a plurality of air containers to be extended outward from the sides of a ship or lateral support arms to prevent a ship from sinking or capsizing when disabled.

With these and other objects in view that may appear while the description proceeds the invention consists in the novel construction and arrangement of parts as hereinafter more specifically set forth, claimed and shown in the accompanying drawings forming part of this application and in which:

Fig. 1 is an end elevation of a ship showing the invention in use thereon.

Fig. 2 is a plan view of the same.

Fig. 3 is an enlarged view of one side showing the device in extended position.

Fig. 4 is an enlarged view showing the device in the partially open position.

Fig. 5 is a sectional view showing the invention in the closed position.

Fig. 6 is a sectional view of the safety device in the open position.

Fig. 7 is a fragmentary sectional view of the constructional details of the outer side.

Referring more in detail to the invention in which similar reference characters designate corresponding parts throughout the several views, it will be seen the invention comprises the hull 10 of a ship having open receptacle chambers 11 formed in the sides thereof designed to receive foldable structures hinged to the hull in a position to be inclosed in said chambers when closed.

The foldable structure consists of a box structure 12 having an open bottom and supported on the inner side by two foldable platform members 13 and 14 which are secured together by a central hinge 15 and to the structure 12 by hinge 16. The device is arranged with the hinges in position to permit the foldable members to be enclosed in the structure 12 and the entire device to be enclosed in the aforementioned chambers 11.

The structure is actuated by toothed racks 17 operated by toothed wheels 18 within the hull of the ship, and are supported in the open position by horizontal bars 19 actuated from a cen-

tral gear 20 and arranged to engage the folding structures on both sides of the ship to lock the same rigidly in the extended position.

In Fig. 6 a modification of the device is shown wherein three interlocking box structures 21, 22 and 23 are used. These are joined together with hinges 24 at the top arranged to permit folding of the same, and are constructed with rubber liners 25 to form an air tight structure on the top when open. The ends 26 as shown in Fig. 7 may also be folded inwards when the device is collapsed. These are constructed with a rubber layer 27 outside to prevent loss of air through the hinged joint.

While the outside or shell of the structure may be constructed of wood, metal or other suitable material the same is preferably lined throughout with a cork lining 28 to add to the buoyancy of the structure.

From the foregoing it will be seen the invention provides means to extend safety floats on either side of a ship on which a railing 29 may be erected. In case of emergency the floats are projected laterally from the receptacle chambers in the hull and form safety platforms on floats upon which the passengers may walk if necessary and which will keep a boat afloat indefinitely until any damage sustained by the hull is repaired or the passengers removed from the same.

The device is believed to be practicable and an improvement in safety devices and will also provide means to eventually salvage a ship that is temporarily abandoned.

It is believed that the construction and advantages of the structure shown may be apparent from the foregoing paragraphs taken in conjunction with the accompanying drawings without further detailed description.

While the preferred embodiment of the invention has been disclosed it is understood that minor changes in the details of construction, combination and arrangement of co-operating parts may be resorted to within the scope of what is claimed without departing from the spirit of the invention.

We claim:

1. In a safety device for ships, the combination with a ship's hull having open receptacle chambers in the sides thereof, of a float comprising a boxlike structure open at the bottom and on one side, a pair of hingedly connected platform members interposed between the sides of the ship's hull and the float, the outer edge of one member being hingedly connected to the upper edge of the open side of said float and the outer

edge of the other member being hingedly connected to the upper edge of the receptacle chamber, said platform members being adapted to swing downwardly into folded relation and foldable within said float when the float is moved inwardly towards the receptacle chamber, arcuate rack bars connected at one end to said float and extending into the ship's hull, pinions in mesh with the inner ends of said rack bars adapted to move said rack bars to pull said float inwardly and swing the same downwardly into nested relation with the receptacle chamber of the ship's hull.

2. In a safety device for ships, the combination with a ship's hull having open receptacle chambers in the sides thereof, of a float comprising a boxlike structure open at the bottom and on one side, a pair of hingedly connected platform members interposed between the side of the ship's

hull and the float, the outer edge of one member being hingedly connected to the upper edge of the open side of said float and the outer edges of the other member being hingedly connected to the upper edge of the receptacle chamber, said platform members being adapted to swing downwardly into folded relation and foldable within said float when the float is moved inwardly towards the ship's hull, arcuate rack bars connected at one end to said float and extending through the ship's hull, pinions in mesh with said rack bars operable to move said rack bars to extend or retract said float, and extensible rods adapted to be projected beneath the platform members and float to support the same in extended position.

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