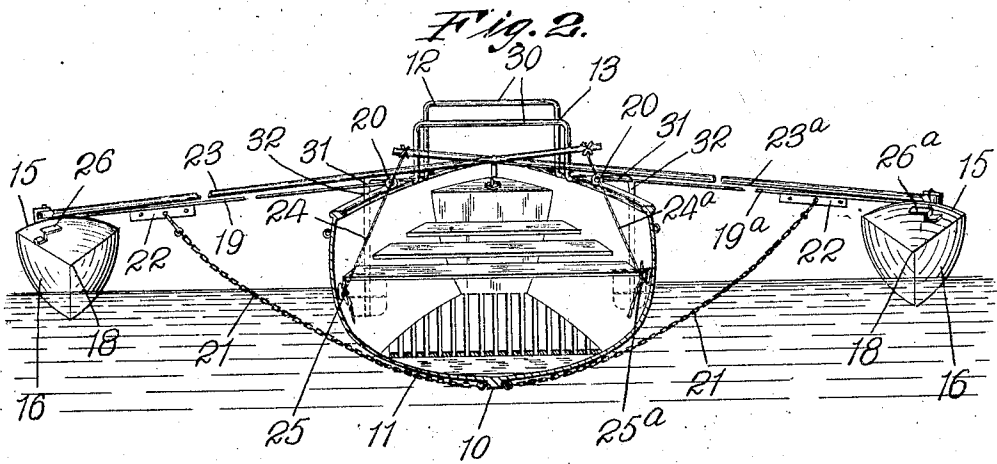
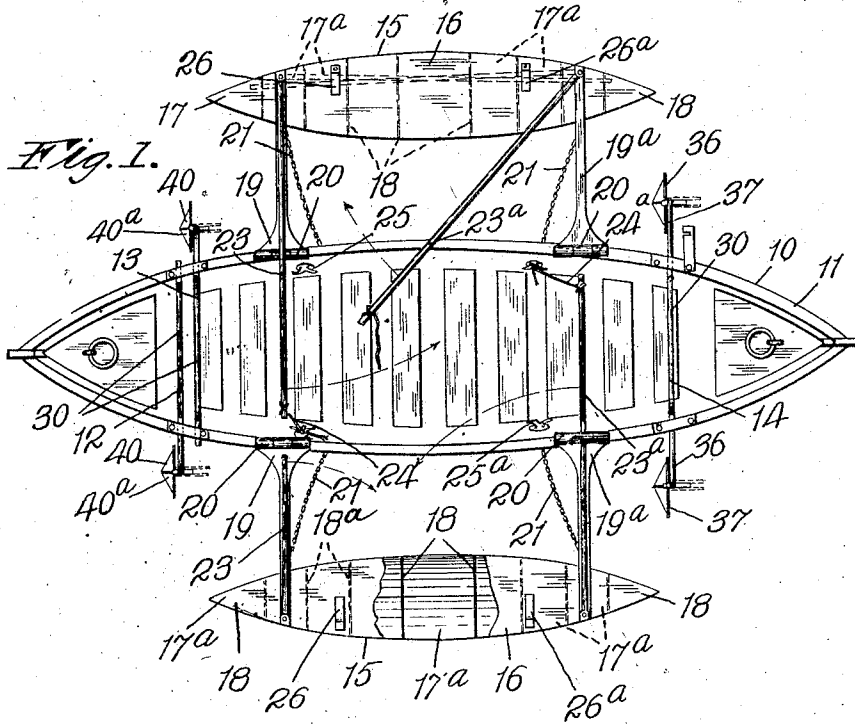


E. J. J. LEBLOND.
LIFE BOAT.
APPLICATION FILED JULY 9, 1912.

Patented Mar. 4, 1913.
2 SHEETS—SHEET 1.

1,054,851.



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2 SHEETS-SHEET 2

Fig. 3.

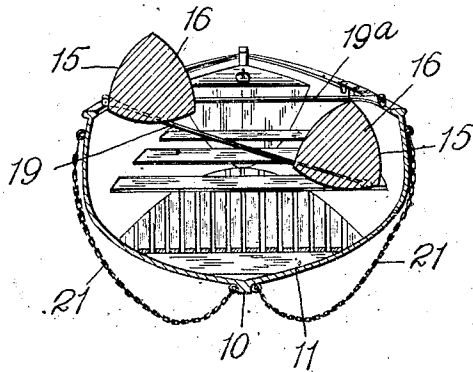


Fig. 4.

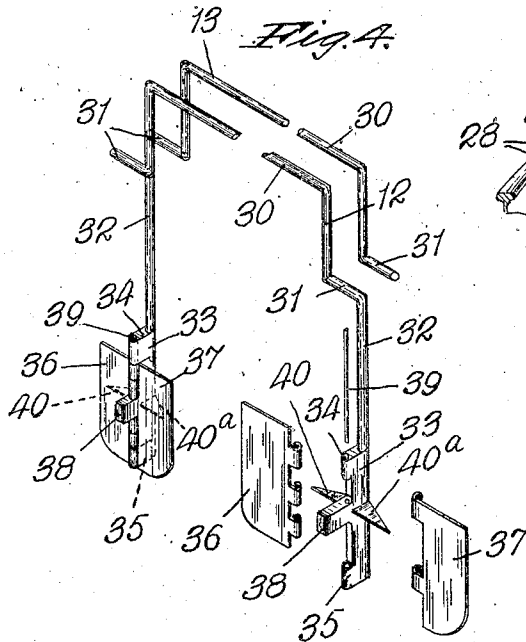
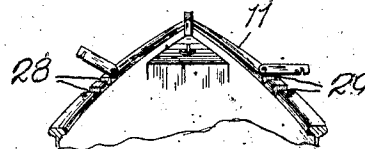


Fig. 5.



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UNITED STATES PATENT OFFICE.

EUGÈNE J. J. LEBLOND, OF NEW YORK, N. Y.

LIFE-BOAT.

1,054,851.

Specification of Letters Patent.

Patented Mar. 4, 1913.

Application filed July 9, 1912. Serial No. 708,492.

To all whom it may concern:

Be it known that I, EUGÈNE J. J. LEBLOND, a citizen of the Republic of France, and a resident of New York, county and State of New York, have invented a certain new and useful Improvement in Life-Boats, of which the following is a full, clear, and exact specification.

This invention relates to a class of boats or vessels which will not sink or capsize when in the water.

My invention has for its object primarily to provide a form of boat designed to be employed for saving the lives of persons in event of emergency on board of ships, or at water resorts, but which may be used to permit boating to be enjoyed with absolute safety, and wherein is employed safety devices or floats adapted to prevent the boat from sinking or capsizing when in the water.

Another object of the invention is to provide means which serve to permit each of the safety devices to be disposed so as to overlap the boat when not in use, so that it may occupy as limited a space as possible when carried by steamships, sailing vessels, or the like.

Still another object of the invention is to provide forms of oars whereby the boat when in the water may be propelled by persons unskilled in rowing; and a further object of the invention is to provide forms of safety devices which may be applied to boats of various shapes.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification in which similar characters of reference indicate corresponding parts in all the views, the said invention being more fully described hereinafter and then pointed out in the appended claims.

In the drawings, Figure 1 is a top plan, partly broken away, of one form of life boat embodying my invention. Fig. 2 is a transverse view of the boat showing the hull thereof in section. Fig. 3 is a transverse section through the boat. Fig. 4 is a detail elevation, partly broken away, of two of the collapsible oars used in conjunction with the boat, and Fig. 5 is a fragmentary view of one of the ends of the hull of the boat.

The life boat 10 may have a hull 11 of

any suitable shape or size, and which is adapted to be propelled by manually operated collapsible oars, as 12, 13, 14, though the boat may be propelled by any desired motive agent, and to prevent the hull from sinking, or capsizing when in the water I provide a plurality of safety devices, or floats, as 15. While in the drawings are shown a form of life boats in which only two of the floats 15 are employed, it will be understood that any preferred number of the floats may be used as required by the form and size of the hull of the boat to which they may be applied.

Disposed laterally with relation to each side of the hull of the boat and at a suitable distance therefrom is one of the floats 15 so as to balance the boat when in the water, as shown in Fig. 2. All of the floats 15 are alike in formation, each having preferably a substantially elongated triangular hollow body 16 and tapered ends 17 and 18, so as to offer practically no resistance when the boat is rowed in the water. The body 16 of each of the floats may be made of sheet metal, wood, or the like whereby it will be air-tight and impervious to water as well as being light in weight. In order to prevent one or all of the floats from sinking in event of the wall of the body being accidentally punctured the interior thereof is divided into separate water-tight and air-tight chambers 17^a by spaced partitions 18^a which are arranged transversely of the body.

Each of the floats 15 is connected to the hull 11 by brackets, as 19, and 19^a one end of each of which is rigidly held in proximity to the extreme outer longitudinal edge of each body of the floats, and the opposite end of each of said brackets is hinged, at 20, preferably upon the top of the edge of the hull, in order to permit the floats to be adjusted so as to overlap, or be disposed within the hull, as illustrated in Fig. 3, whereby the boat when not in use may occupy as limited a space as possible, especially when carried upon steamships, or other vessels. By providing hinged brackets in this manner the floats 15 are swung outwardly from the sides of the hull when it is desired to use the boat, and each of the floats will then take the water similarly to the hull. The floats being air-tight and water-tight will necessarily float nearly upon the surface of the water, and serving as a means to limit the upward

movement of the floats for balancing the hull of the boat particularly in comparatively smooth water, a plurality of cables, or chains, as 21. One end of each of the chains 21 is secured to the underside of the bottom of the boat, and the other end of each chain is detachably connected by a hook, catch, or otherwise to an apertured plate, as 22, which is provided upon each of the brackets 19 and 19^a. Also for the purpose of adjusting the hull of the boat and maintaining its balance when in the water, to each of the floats 15 is pivoted the corresponding ends of rods, or bars, 23 and 23^a. Each of the adjusting rods 23 and 23^a is of sufficient length to extend nearly across the boat when the floats are swung into the water, and the free end of each of said rods may be held against movement by a rope, or cable 24 and 24^a which is fastened to each rod and to any suitable form of catch, as 25 and 25^a provided upon the interior of the hull of the boat. In order, to swing the floats 15 upon, or into the hull of the boat, the ropes 24 and 24^a are detached from the catches 25 and 25^a, and by forcing the free end of each of the adjusting rods 23 and 23^a downwardly toward the bottom of the interior of the boat the floats will be guided upwardly and upon the hull. Each of the rods 23 and 23^a may then be moved so as to overlap in a longitudinal direction the float to which it is pivoted and is removably held in this position by being guided under the free end of the arm of a substantially L-shaped bracket 26 and 26^a secured upon the top of each of the floats.

In order to permit the life boat to be manually propelled when in the water by either a novice, or an expert, I preferably employ forms of the collapsible oars, 12, 13, 14 Figs. 1 and 4. In the top edge of the hull of the boat, and in proximity to the stern and bow thereof are a number of spaced notches, or grooves, 28 and 29, which serve as oarlocks, for reception of the collapsible oars. In the bow of the boat I prefer to use a pair of connected oars, and at the stern of the boat I prefer to employ two single oars so as to be adapted to guide the boat when the hull is not provided with a rudder. Each of the collapsible oars 12, 13, 14 has an angular handle bar 30 which is substantially the shape of an inverted U, and extending laterally in opposite directions from the end of each arm of the handle bar is a supporting arm or shaft 31 which is adapted to rest in one of the oarlocks 28 and 29 when the oars are applied to the hull. Extending downwardly from the supporting arm, or shaft 31 is a rod or bar 32 upon the free end of which is a head 33 having corresponding apertured spaced lugs 34 and 35. Between the lugs 34 and 35 are arranged the blades 36 and 37 of each of the oars, and

each of said blades also has a number of apertured lugs which are spaced apart in a manner so that the lugs will interfit with each other as well as fit between the lugs 34 and 35 of the head 33, as illustrated. Upon the head 33, and between the lugs 34 and 35 thereof is a short projecting arm 38 also having an aperture therethrough, and which serves as a stop to prevent the blades 36 and 37 of each of the oars from contacting whereby they may be prevented from suctionally clinging together when said blades collapse during the reverse movement of the oars when the boat is rowed. When the blades 36 and 37 are assembled upon the head 33 the parts are pivotally held together by a pin, as 39, which is passed through the apertures of the lugs and the stop of the head as well as through the lugs of said blades, and to limit the movement of the blades when expanded in taking the water when the oars are pulled, upon the opposite side surface of the head 33 of each oar is a laterally projecting stop, as 40 and 40^a.

In the foregoing description I have embodied the preferred form of my invention, but I do not wish to be understood as limiting myself thereto, as I am aware that modifications may be made therein without departing from the principle, or sacrificing any of the advantages of this invention, therefore I reserve to myself the right to make such changes as fairly fall within the scope thereof.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:—

1. In a life-boat having a plurality of air-tight and water-tight floats adjustably hinged to its sides and supported upon suitable brackets, a plurality of cables each having one end permanently secured to the underside of the boat and the opposite end thereof detachably secured to the bracket supporting the float whereby the upward movement of the float may be limited, and means for securing the ends of said cables to the sides of the boat when they are detached from the said bracket whereby the floats may be elevated and folded in the boat, a plurality of bars each having one end pivotally secured to one end of one of the floats on the top side thereof, said bars being of such a length that the opposite end of each of the bars extends across the boat to a point contiguous to the side of the boat, a suitable catch provided inside of the boat near the bottom thereof for securing the end of each bar thereto, and means for securing the said bars to said catches whereby the downward movement of the floats may be adjustably limited, and brackets provided upon the top of the floats adapted for securing the said bars in a position longitudinally of the said

floats as required for folding the floats within the boat, substantially as shown and described.

2. In a life boat having a plurality of 5 brackets hinged to the sides thereof and having a plurality of air-tight and water-tight floats secured to said brackets, a plurality of cables, each having one end permanently secured to the underside of the 10 boat and the opposite end detachably secured to one of the arms of said brackets, a plurality of spaced partitions disposed transversely within the said floats whereby air-tight and water-tight compartments are 15 provided, a plurality of bars each having one end pivotally secured to the top of one of said floats and its opposite end extending across the boat, a plurality of catches provided inside the boat, means for securing the end of one of each of said bars 20 to one of said catches whereby the downward movement of the floats may be adjustably limited, said bars serving as means whereby the floats may be elevated from the 25 water as required to fold them in the boat, and brackets provided upon the top of each of the floats for securing the bars in a position longitudinally of the float when the floats are to be folded in the boat, substantially as shown and described. 30

3. In a life boat having a plurality of air-tight and water-tight floats adjustably secured to the boat by hinged brackets, said 35 floats having tapered ends and in cross-section conforming to a homologous circular triangle, having a plurality of spaced partitions transversely disposed therein whereby a plurality of air-tight and water-tight

compartments are provided within the floats, in combination, a plurality of cables 40 each having one end detachably secured to the underside of the boat and its opposite end adapted to be detachably secured to the arm of the hinged bracket, a plate provided upon said bracket and having a plurality of spaced apertures adapted for en- 45 gagement by said cables whereby the cables may be secured thereto so as to adjustably limit the upward movement of the float, means also provided upon the sides of the 50 boat for detachably securing the cables when they are detached from the said brackets, a plurality of bars, each having one end pivotally secured to the top of one of the floats at a suitable position the opposite end of each of said bars extending 55 across the boat in proximity to the side thereof, a plurality of catches adapted for securing the ends of the bars thereto, means for securing the ends of said bars to the said 60 catches whereby the downward movement of the floats may be adjustably limited, said bars also serving to elevate the floats from the water as required to fold them in the 65 boat, and brackets provided upon the top of the floats adapted for securing the bars in a position longitudinally of the floats when the floats are folded, substantially as shown and described. 70

This specification signed and witnessed this eighth day of July A. D. 1912.

EUGÈNE J. J. LEBLOND.

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