

J. H. VAN VIERSEN.
NON-CAPSIZING BOAT.
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1,028,644.

Patented June 4, 1912.

Fig. 1.

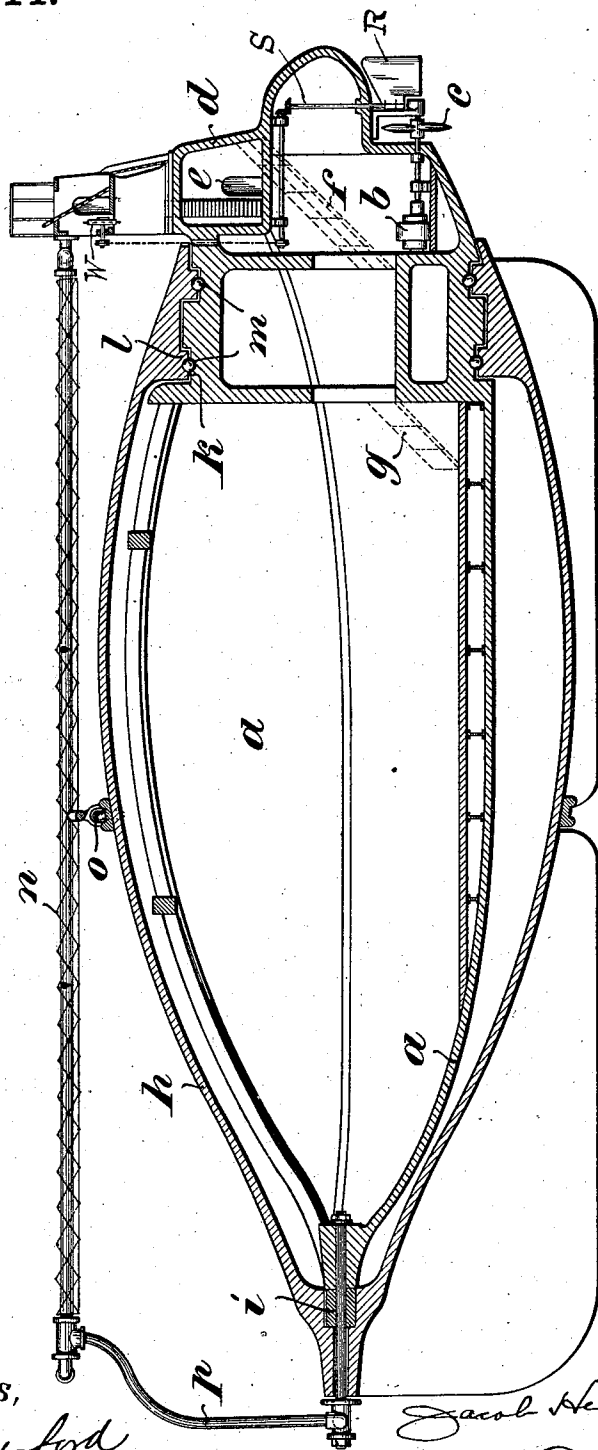
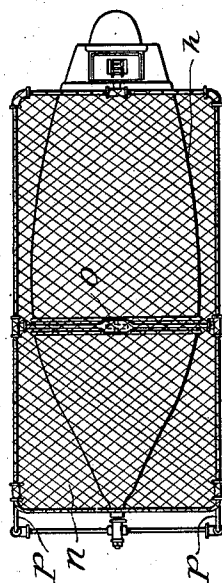


Fig. 2.



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UNITED STATES PATENT OFFICE.

JACOB HENDRIK VAN VIERSEN, OF THE HAGUE, NETHERLANDS.

NON-CAPSIZING BOAT.

1,028,644.

Specification of Letters Patent.

Patented June 4, 1912.

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To all whom it may concern:

Be it known that I, JACOB HENDRIK VAN VIERSEN, of The Hague, a subject of the Queen of the Netherlands, and whose post-office address is Newtonstraat 266, The Hague, Kingdom of the Netherlands, have invented new and useful Improvements in or Relating to Non-Capsizing Boats, of which the following is a specification.

Life boats are already known, in which the space intended for the passengers and crew is surrounded by a shell, which is arranged so as to revolve around the hull of the boat and independently of the same.

The subject of the present invention now differs from the known types of life boats essentially by the stern of the part, intended for the passengers, which is a properly designed and seaworthy boat, projecting from the outer revoluble shell, whereby the steadiness of the whole boat is considerably increased. As the captain has an unobstructed view from the bridge, the boat can be steered like any other and the entrance of persons into the interior of the surrounding shell is extremely simple. The shell will revolve under the impact of the waves striking against it from the sides, whereas the hull proper, intended for the passengers, will hardly preceptibly alter its position. For receiving persons from a sinking or stranded vessel a net is arranged according to the present invention over the outer shell from the bow to the stern, the said net being supported at the bow from the pin of the revoluble shell, and secured in suitable manner at the stern.

The best form of apparatus at present known to me embodying my invention is illustrated in the accompanying sheet of drawings in which,

Figure 1 is a vertical central section of a boat built in accordance with my invention, and Fig. 2 is a plan view of the same on a reduced scale.

The non-capsizing boat consists essentially of the part *a* intended for the passengers, which is a properly designed and seaworthy boat. In the after part of the boat the power engine *b* is suitably arranged, which may be either a steam engine, an electric motor or the like. This engine drives the propeller *c*. The stern of the boat carries a superstructure *d*, on which the bridge is arranged and from whence the boat is steered

by the usual wheel *W* connected by any suitable mechanism *S* to the rudder *R*. From this superstructure the persons can enter through the door *e* and by means of suitable stairs *f* and *g* or the like into the interior of the boat. The hull proper *a* of the boat is surrounded according to the present invention by a strong shell *h*, made of steel or the like, in such a manner, that the stern of the boat projects from such shell. At the bow the shell *h* and the hull *a* are connected by a suitably constructed pin-bearing *i*, while roller or sliding guides may be provided for obtaining a waterproof closure at the after part.

In the design shown in the drawing guides *k* are provided on special stiffening frames, into which guides *k* webs *l* on the shell fit and move there by means of suitably provided rollers *m* or the like. The shell *h* may obviously be secured in any suitable manner around the hull proper *a*, according to the type and construction of such hull.

From the bow to the stern a net *n* is spread, which is held at the bow by suitable supports *p*, *p*, extending from the axis of the shell, while at the stern the net is secured in any other suitable manner. In consequence thereof the net *n* will remain in a horizontal position even in case of a very rough sea, so that the persons springing from a sinking vessel in order to save their lives, may be easily rescued by the life boat. For preventing the net from sagging rollers *o* may be provided about in the center of the net and supported by suitably provided means, these rollers traveling in a race-way on the outer surface of the revoluble shell. The interior space intended for the passengers may be illuminated and ventilated in suitable manner.

The net *n* is shown extending back to and being supported from the upwardly projecting structure at the rear of the boat used as a bridge and pilot house, and consequently it is an easy matter for the persons caught in the net to climb out on to the bridge and so gain free access to the interior of the boat.

What I do claim as my invention, and desire to secure by Letters Patent of the United States, is:—

A non-capsizing life boat comprising a non-revolving hull and a revoluble shell surrounding the same, the rear portion of the

hull projecting from the shell upward above
the level of the top of the shell and being
provided with convenient means of ingress
to and egress from the interior of the hull
5 together with a net supported from the hull
over the outer shell and extending back to
said projecting hull portion.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit-
nesses.

JACOB HENDRIK VAN VIERSEN.

Witnesses:

W. MACKEY,

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
