

J. BOMBARA.
LIFE PRESERVING BUOY.
APPLICATION FILED JULY 30, 1917.

1,248,796.

Patented Dec. 4, 1917.

FIG. 1.

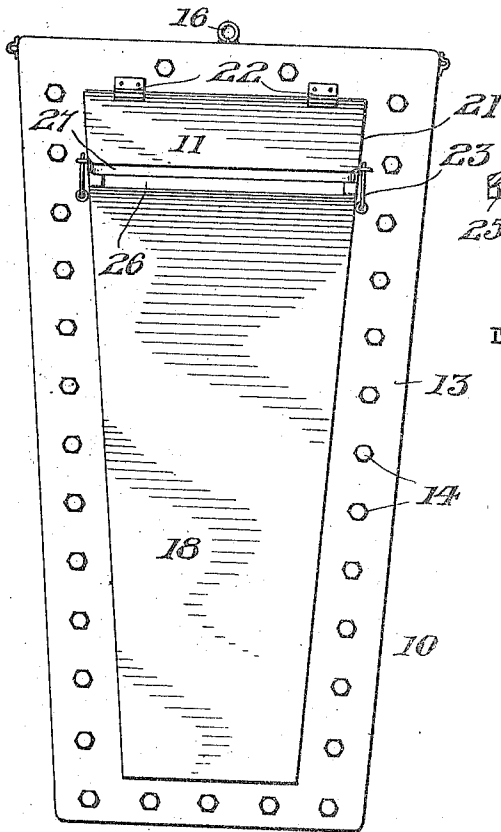


FIG. 2.

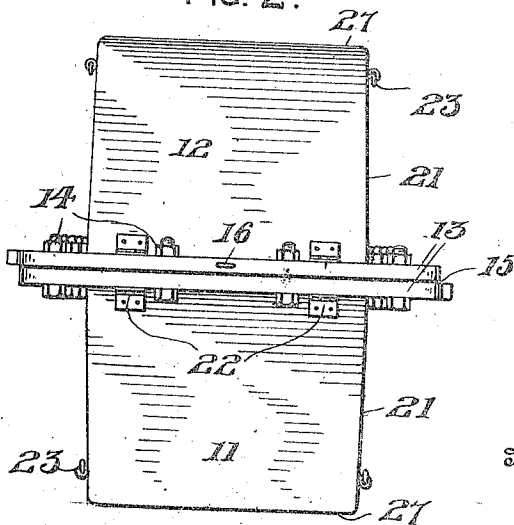


FIG. 3.

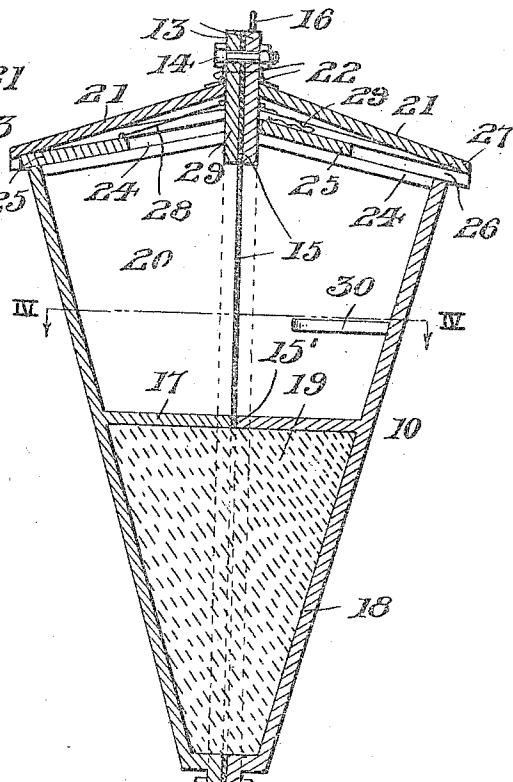
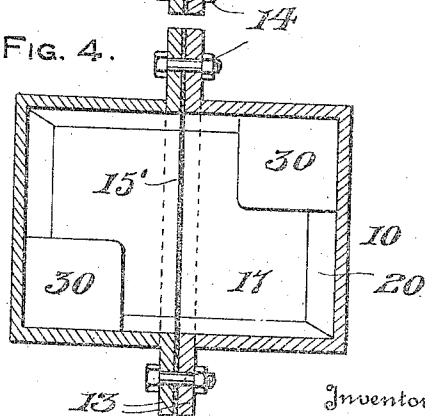


FIG. 4.



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LIFE-PRESERVING BUOY.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN BOMBARA, a subject of the King of Hungary, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Life-Preserving Buoys, of which the following is a specification.

This invention relates to certain new and useful improvements in life preserving buoys.

The primary object of the invention is the provision of a float adapted for use in the nature of a life buoy or boat which may be filled with passengers and readily launched when occasion may require.

A further object of the device is to provide a buoy adapted to remain upright in a floating position in the water when filled with passengers who are fully protected from the waves and are provided with adequate means for obtaining an air supply for breathing purposes.

A still further object of the device is to provide a ready means for admitting air into a closed life buoy under manipulation of the occupants thereof whereby the air supply may be obtained from the desired side of the craft.

In the drawing forming a part of this application and in which like designating characters refer to corresponding parts throughout the several views,

Figure 1 is an elevational view of the device.

Fig. 2 is a top plan view of the same.

Fig. 3 is a central vertical sectional view thereof, and

Fig. 4 is a horizontal transverse sectional view taken upon line IV—IV of Fig. 3.

It will be understood that the present device is adapted to be carried on ship-board for filling with passengers and launching into the water whenever desired such as in the event of ship wreck. The device is in the nature of a hollow buoy 10 substantially kite shaped in cross section formed of two similar parts or sections 11 and 12 provided with projecting flanges 13 between which flanges locking bolts 14 are arranged for maintaining the sections together in its buoy formation. A packing 15 of any desired material is positioned between the flanges 13 of the two sections for providing a water tight joint therebetween while a ring 16 is centrally arranged at the top of one of the

flanges 13 for supporting the buoy when found desirable.

A two part partition 17 is arranged within the buoy 10 having one-half of the same carried by each section 11 and 12 with suitable packing 15' arranged between the sections of said partitions. The partition 17 forms a lower compartment 18 within the buoy adapted to be filled by sand 19 or any other desirable form of ballast which maintains the buoy in an upright position when in the water. The compartment 20 above the partition is adapted for the reception of passengers entering the same upon elevating the opposite roof sections 21 which are hinged at their inner edges as at 22 to the top flanges 13, it being noted that hooks 23 are provided for returning the roof sections closed after the passengers enter the buoy. Inclined guides 24 are arranged beneath the roof sections 21 for slidably accommodating boards 25 which may be positioned for closing the air receiving spaces 26 adjacent the projecting eaves 27 of the roof sections. Cords 28 connect the boards 25 with inwardly extending top flanges 29 extending inwardly from the upper flanges 13 of the buoy. The cords 28 prevent the boards 25 from being displaced outwardly of the buoy, and also afford a means by which the boards may be drawn inwardly for opening the air spaces 26.

Suitable seats 30 are arranged in the compartment 20 and the complete operation of the device will be apparent from this detail description thereof. With the buoy 10 mounted upon a ship, the roof sections 21 may be opened in the case of danger and persons may enter the compartment 20 and thereafter the hooks 23 may be secured in position and upon launching the buoy 10 into the water the buoy will remain upright and the occupants of the compartment 20 will be safe. When the waves are contacting one side of the buoy the board 25 upon that side may be closed while the board upon the opposite side may be so withdrawn as to permit the entrance of air through the opening 26. In this manner the occupants of the buoy may readily control the admission of air without getting wet from the action of the waves.

A strong serviceable life buoy is provided in which persons may be safe from drowning in case of ship wreck, it being under-

stood that the size of the device may be varied as desired, while minor details of construction may also be changed without departing from the spirit and scope of my invention as claimed.

What I claim as new is:—

1. A device of the class described comprising a buoy substantially kite shaped in cross section having a lower ballast compartment and an upper passenger compartment, sloping hinged roof sections for the buoy providing air entrance passages beneath the opposite eaves thereof and closure boards for said passages slidably carried by the buoy beneath the said roof sections.

2. A buoy comprising identical opposite sections having projecting marginal flanges in contact with each other, connecting bolts

between the said flanges, a transverse partition within the buoy, ballast arranged beneath said partition, the spaces above said partition being adapted for the accommodation of passengers, seats arranged within the buoy above said partition, opposite roof sections hinged to the upper ones of said flanges, retaining hooks for said roof sections, sloping guideways beneath said roof sections, the buoy being provided with opposite air entrance openings beneath the eaves of said roof sections, controlling boards for said openings slidably arranged within the said guides and operating cords for said boards connecting the boards with the central upper portion of the buoy.

In testimony whereof I affix my signature.
JOHN BOMBARA.

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