S. KRAWCZYK.

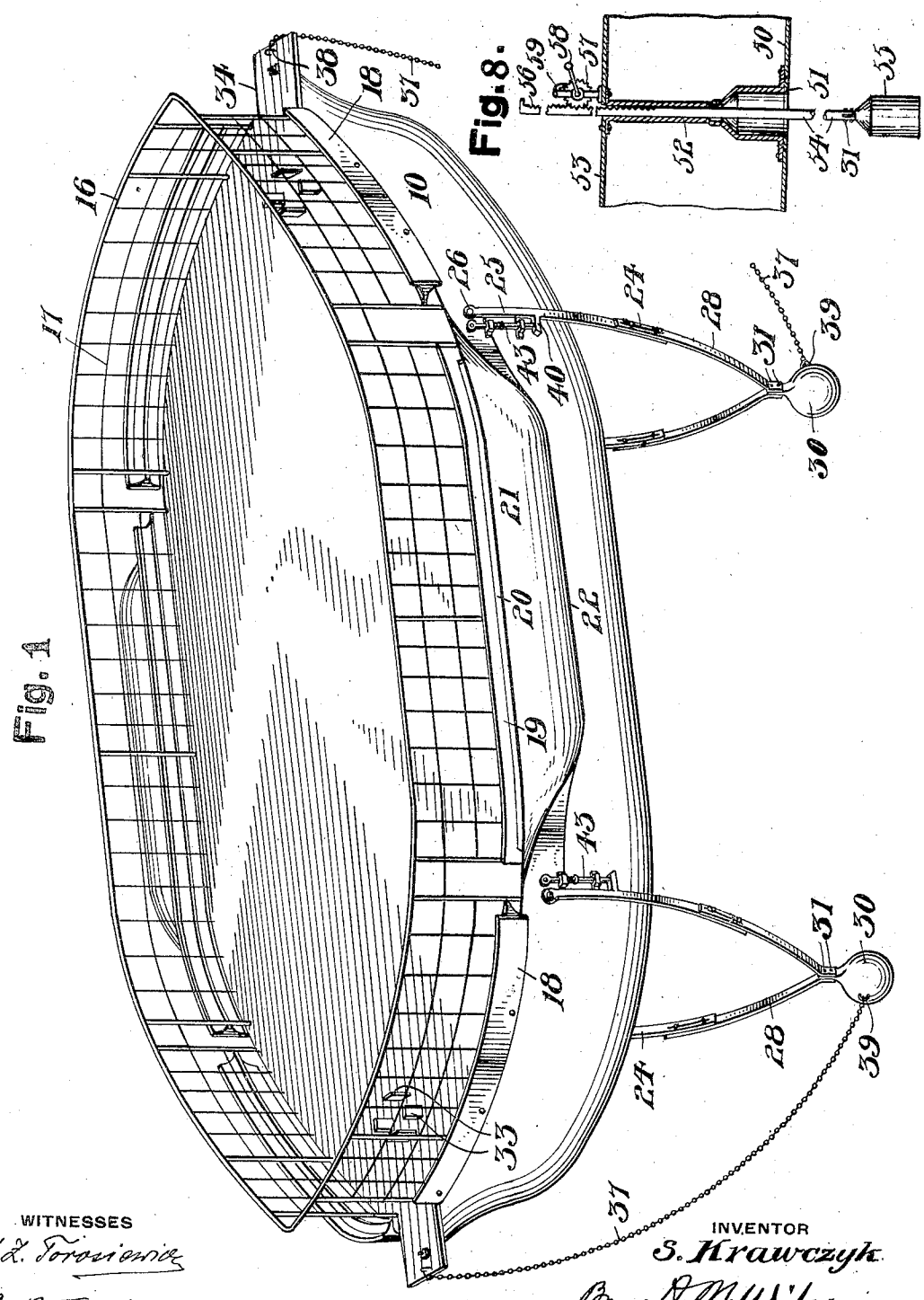
LIFE BOAT.

APPLICATION FILED APR. 10, 1914.

1,102,764.

Patented July 7, 1914.

2 SHEETS—SHEET 1.



WITNESSES

S. L. Torosiewicz

S. B. Takács

INVENTOR

S. Krawczyk.

By N. M. Wilson

ATTORNEY

S. KRAWCZYK.

LIFE BOAT.

APPLICATION FILED APR. 10, 1914.

1,102,764.

Patented July 7, 1914.

2 SHEETS—SHEET 2.

Fig. 2

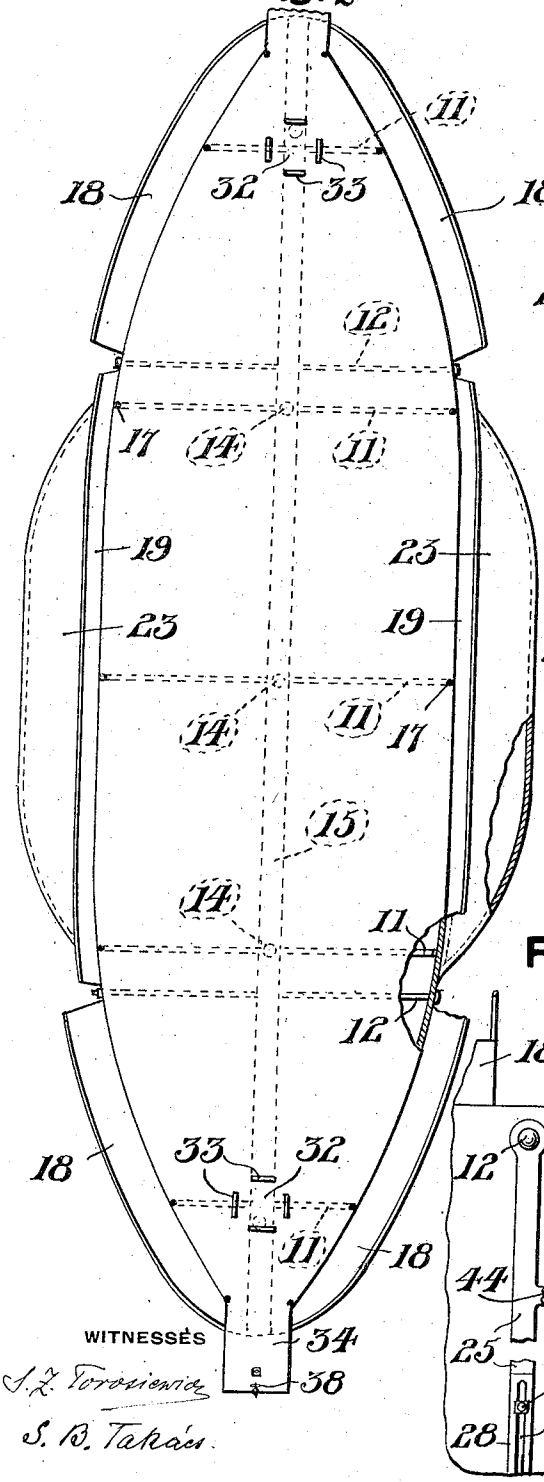


Fig. 3

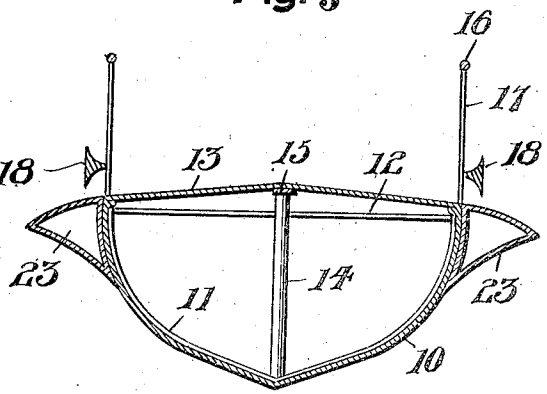


Fig. 4

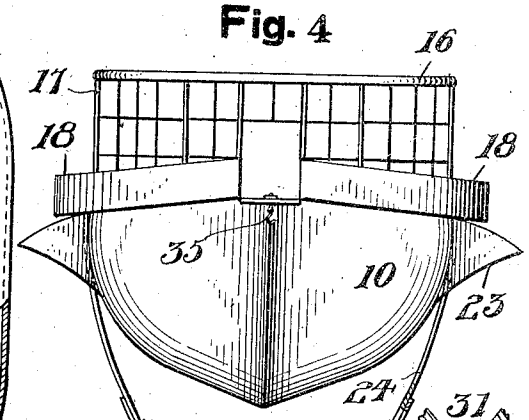


Fig. 5

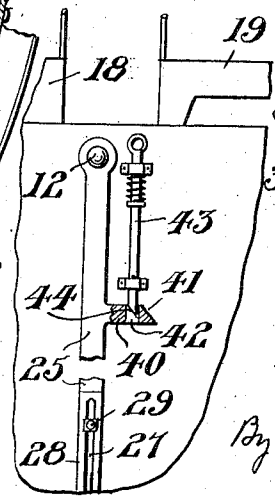


Fig. 7

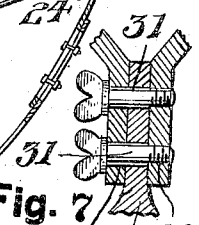
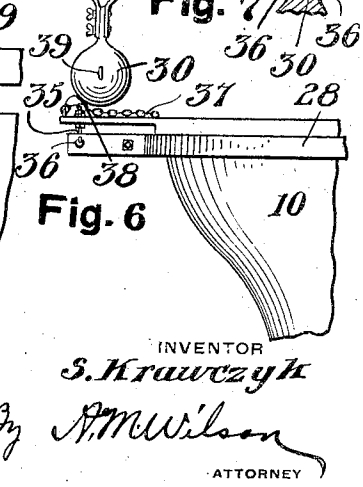


Fig. 6



WITNESSES

S. Z. Torosiewicz

S. B. Takács.

INVENTOR

S. Krawczyk

By N. M. Wilson

ATTORNEY

UNITED STATES PATENT OFFICE.

STANISLAW KRAWCZYK, OF BUFFALO, NEW YORK.

LIFE-BOAT.

1,102,764. Specification of Letters Patent. Patented July 7, 1914.

Application filed April 10, 1914. Serial No. 830,884.

To all whom it may concern:

Be it known that I, STANISLAW KRAWCZYK, a subject of the Czar of Russia, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Life-Boats, of which the following is a specification.

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

The primary object of this invention is to provide a life boat that is incapable of sinking and provided with ballasting overboard weights adapted for adjustable depths and insuring against capsizing.

A further object is to provide a life boat impossible of capsizing or sinking and provided with means for assisting the rescue of drowning persons from the water and with a wave deflecting guard for the deck.

A still further object is to provide a rigid internal frame-work for a hollow life boat in a structure that is non-capsizable and provided with laterally inflated wave deflecting guards.

With these general objects in view and others that will appear as the nature of the invention is better undestood, the same consists in the novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the appended claims.

In the drawings forming a part of this application and in which like designating characters refer to corresponding parts throughout the several views:—Figure 1 is a perspective view of the complete device. Fig. 2 is a top plan view thereof with the rail removed, and portions being broken away. Fig. 3 is a central transverse sectional view thereof. Fig. 4 is an elevation view of either end of the device, the hoisting chain being removed. Fig. 5 is a detail side elevation of the ballast frame spring catch, parts of the same being broken away. Fig. 6 is a detail view of a portion of an end of the boat with its ballast support hooked in folded position and with the ballast ball weight removed. Fig. 7 is a longitudinal sectional view of the bolt-engaging means between the ballast ball and its supporting frame, and, Fig. 8 is a modified form of construction of a vertically-adjustable ballast member.

Referring more in detail to the drawings, the life boat consists of the hollow hull 10 having internal bracing ribs 11 arranged as disclosed in Fig. 2 and with transverse brace rods 12 positioned slightly beneath the deck 13 while upright supports 14 are positioned between the keel portions of the braces 11 and the longitudinal central bottom support 15 of the deck.

A railing 16 surrounds the entire deck and is preferably in the form of a grating 17 and having positioned adjacent its point of mounting upon the deck, with hand-hold straps 18 substantially T-shaped in cross-section and arranged oppositely at each end portion of the boat. Intermediate said hand grip members 18, the railing is provided with a strap 19 having a cut-away bottom edge 20 and adapted to allow the water from the deck to freely flow outwardly and over the sloping top 21 of hollow side wings 22 which have bottom deflecting slightly convexed faces 23. Bails or bow-shaped frames 24 have their separated ends 25 pivoted as at 26 at opposite points upon the boat hull 10 and preferably at points between the wings 22 and hand grips 18. Said bails 24 are made adjustable in length by the employment of slots 27 in the lower portions 28 thereof which are overlapped upon the upper ends 25, the latter being provided with bolts 29 engaging within said slots. Ballast weight balls 30 are removably secured to the lower free ends of said bail portions 28 by means of two bolts 31 as best disclosed in Fig. 7, and whereby it will be evident that by removing said bolts, the ball 30 may be removed from the supporting bail, and such ball is adapted to be then placed within the cage or inclosure 32 formed upon the deck of the boat by means of the upright posts 33.

End projections 34 of the deck 13 extend outwardly of the hull and are each provided with a swinging hook 35 adapted for reception within one of the perforations 36 in the bail members 28 when the ball 30 is removed therefrom, and whereby the bail is retained in its elevated horizontal position as illustrated in Fig. 6. A chain 37 is secured in a staple 38 of the extension 34 and being attached to a similar staple 39 upon the ball weight 30. It will be seen that the bail may be readily pivoted to its horizontal position by pulling upwardly upon the chain 37 while the ball may then be readily removed and placed within the inclosure 32 and the bail hooked into position as illustrated.

When lowering the bail and the ballast

balls, it becomes desirable to retain the same in their lowered position for normal use and for this purpose, the latch members best illustrated in Fig. 5 are employed in connection with each pivoted end 25 of the bail members. Said ends are provided with projecting lugs 40 having outer beveled faces 41 and transverse perforations 42 while a spring-pressed latch 43 having a beveled lower face 44 is adapted to engage within said perforations when the bale assumes its lowered substantially vertical position with the carried ballast weight 30 at its extreme depth while the slot and bolt connection at the overlapped portions of the bail members allows the length of the bail to be slightly regulated.

In the modified construction illustrated in Fig. 8, the boat bottom 50 is provided with a circular perforation 51 having an upwardly-extending casing or thimble 52 secured around the same and positioned between said bottom 50 and a deck member 53. A rod 54 is slidably mounted within the thimble 52 and is provided with a ballast weight 55 on the lower end thereof while its upper end is toothed as at 56, and whereby a revolving of the gear wheel 57 which meshes therewith is adapted to raise or lower the rod, and the ballast member, it being noted that a crank arm 58 is preferably employed for turning the gear 57 while a pawl 59 engages the gear wheel for preventing the lowering of the rod when desired.

While the forms of the invention herein shown and described are what are believed to be preferable embodiments thereof, it is nevertheless to be understood that various forms and modifications thereof may be had without departing from the spirit and scope of the invention as claimed.

What is claimed as new is:—

1. In a device of the class described, a hollow hull, a grating railing surrounding the deck portion of the hull, oppositely-arranged T-shaped hand hold members outwardly projecting from the railing at both ends of the hull, hollow wave deflecting wings oppositely arranged between said hand-hold members, adjustable bails extending beneath the hull and pivoted to the latter at opposite points between said wings and hand-hold members, ballast-balls removably secured to the lower ends of said bails, hoisting chains connected between said bails and the ends of said hull, and normally-positioning spring latches carried by the hull and adapted for engaging said bails in their lowered positions.

2. A device of the class described, comprising an air-tight hull, a grating railing extending around the same, outwardly-extending hollow wave deflecting wings oppositely positioned upon the middle portion of said hull, said wings having downwardly sloping upper and convex lower faces, and T-shaped hand-hold bars secured to said railing and adjacent to each end thereof.

3. A device of the class described, comprising in combination with a hollow hull having deck extensions at each end thereof, of bails adjustable in length having their ends pivoted to opposite sides of the hull, ballast weights removably secured to said bails, chain connections between said weights and deck extensions, projecting perforated lugs upon said bails and spring-pressed latches upon the hull adapted for engagement with the perforations of said lugs upon the lower operative positions of said bails.

4. A device of the class described, comprising an air-tight hull, a grating railing extending around the same, outwardly-extending hollow wave deflecting wings oppositely positioned upon the middle portion of said hull, said wings having downwardly sloping upper and convex lower faces, T-shaped hand-hold bars secured to said railing and adjacent to each end thereof, and vertically-adjustable ballast devices carried by the hull.

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

STANISLAW KRAWCZYK.

Witnesses:

IGNACZ BARANOWSKI,

STANISLAW GÓASIC.

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