D. BASILE.

LIFE BOAT DEVICE.

APPLICATION FILED MAR. 12, 1914.

1,133,700.

Patented Mar. 30, 1915.

4 SHEETS—SHEET 1.

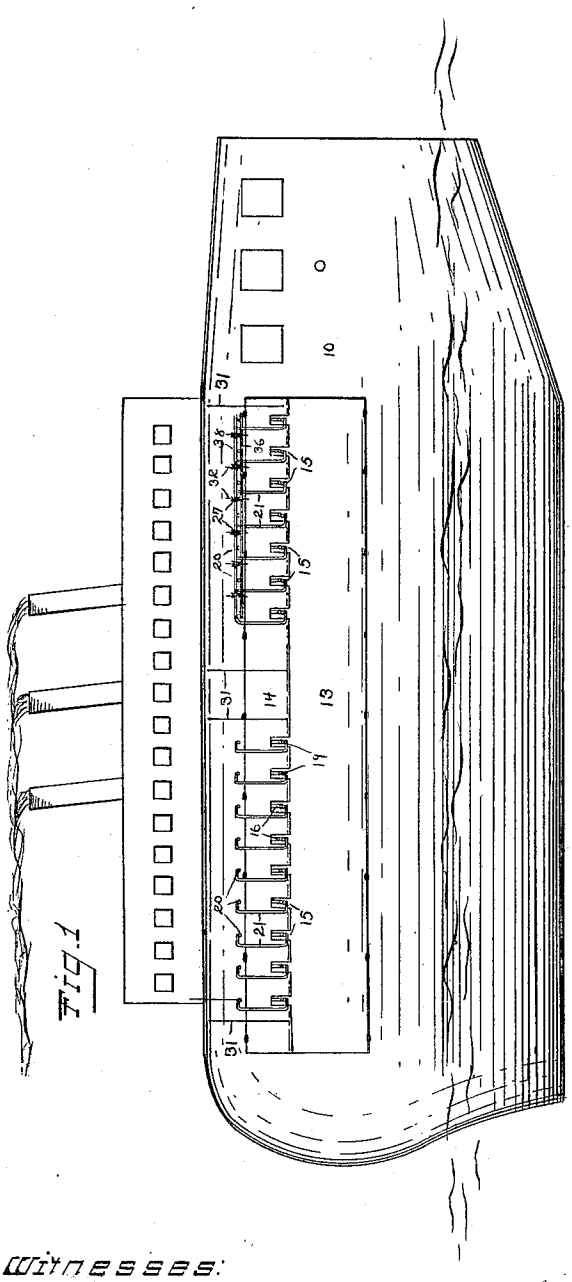


Fig. 1.

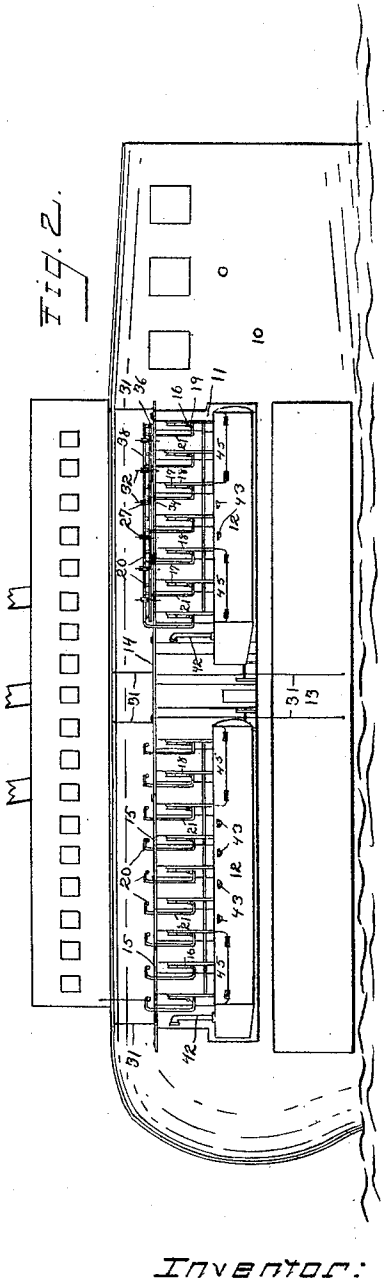


Fig. 2.

Witnesses:
R. W. Edwards.
John W. Hagearty

Inventor:
David Basile.
By Louis M. Schmidt
Atty.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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4 SHEETS—SHEET 2.

Fig. 5

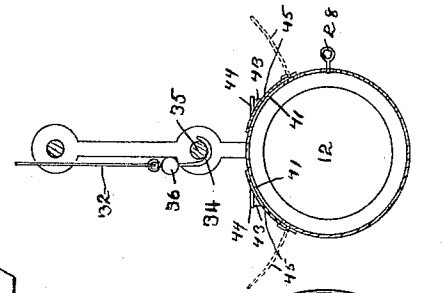


Fig. 7

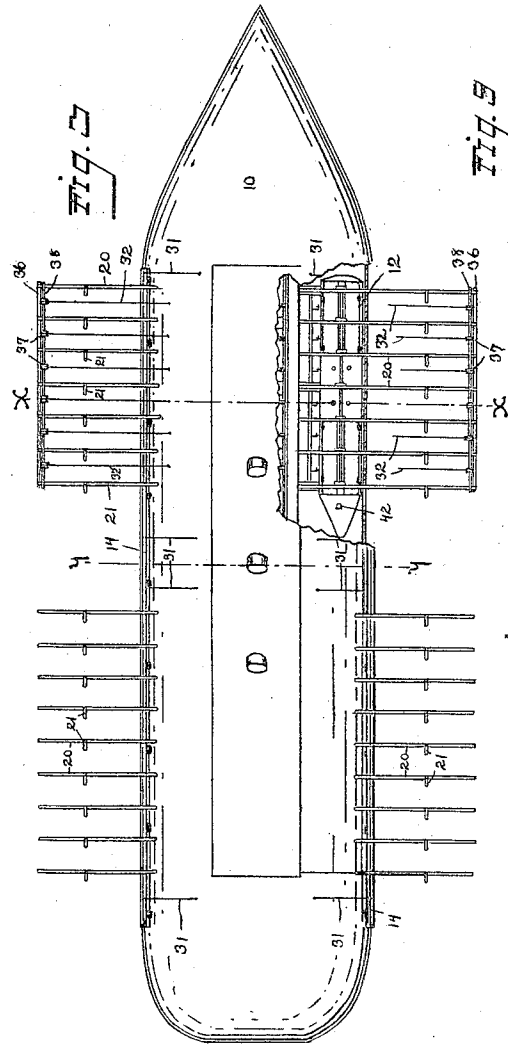
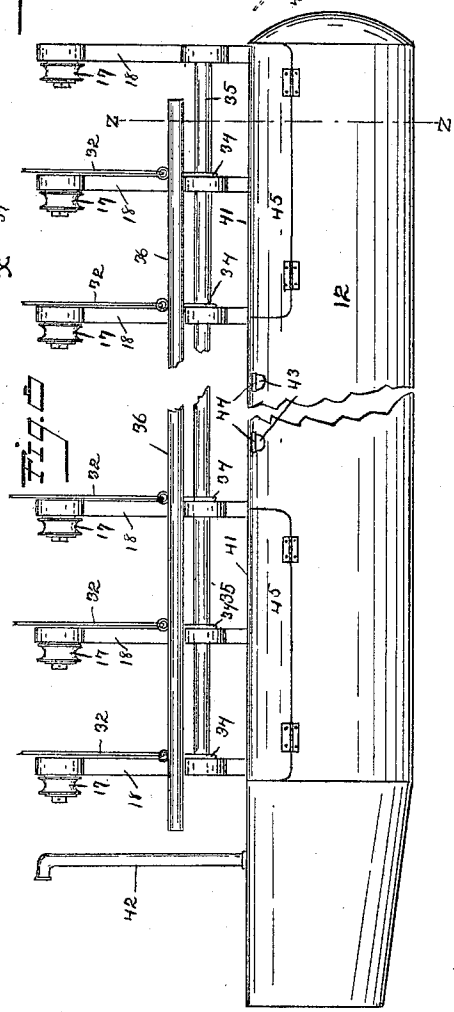


Fig. 6



Witnesses:

R. W. Edwards.

John W. Hagearty

Inventor:

David Basile.

By Louis M. Schmidt

Atty.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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4 SHEETS—SHEET 3.

Fig. 4

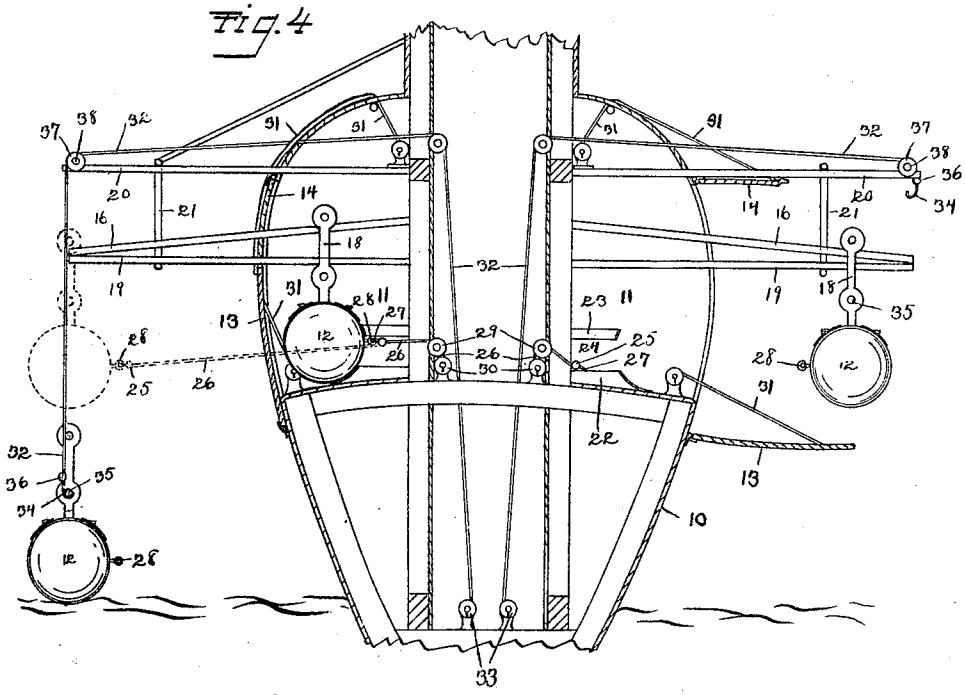
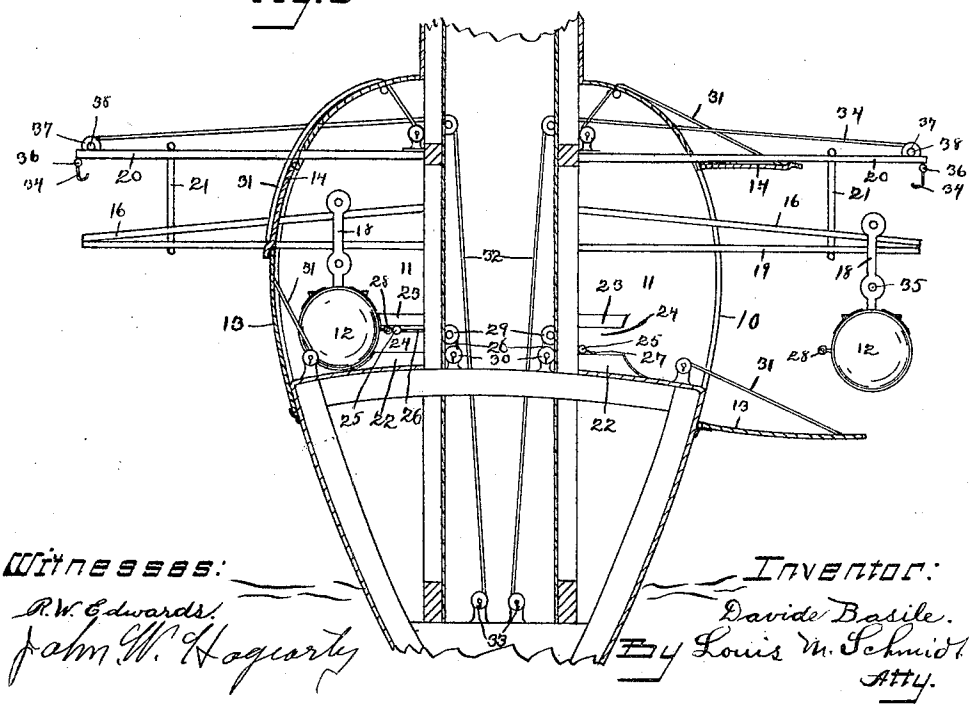


Fig. 5



Witnesses:

R. W. Edwards.

John W. Hogarty

Inventor:

Davide Basile.

By Louis M. Schmidt

Atty.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

D. BASILE.

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4 SHEETS—SHEET 4.

Fig. 6

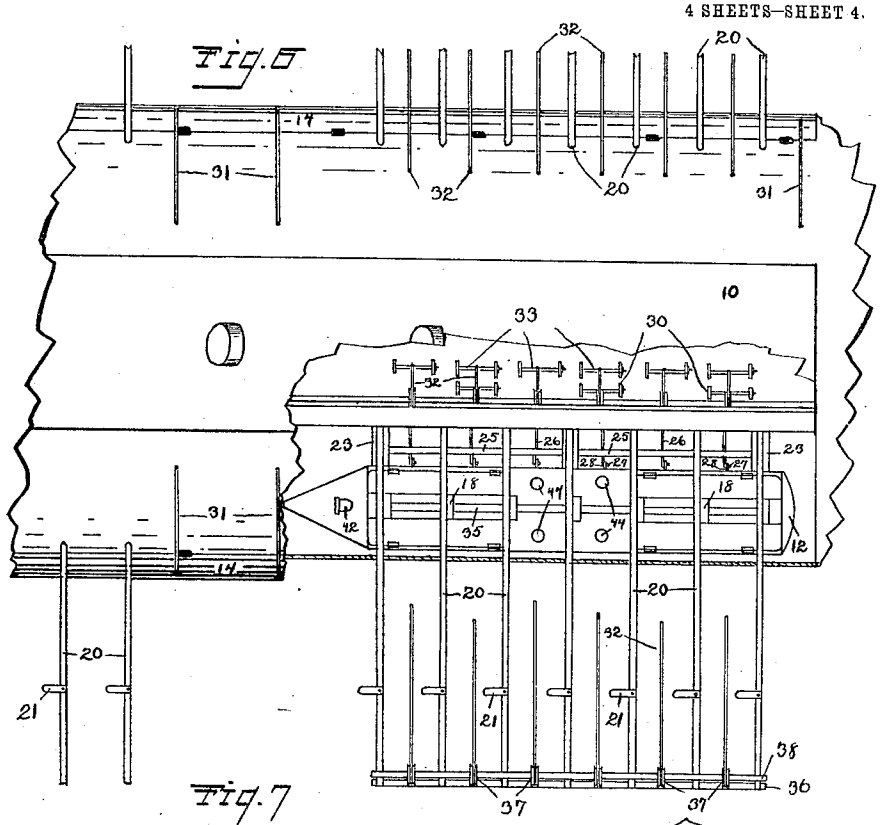
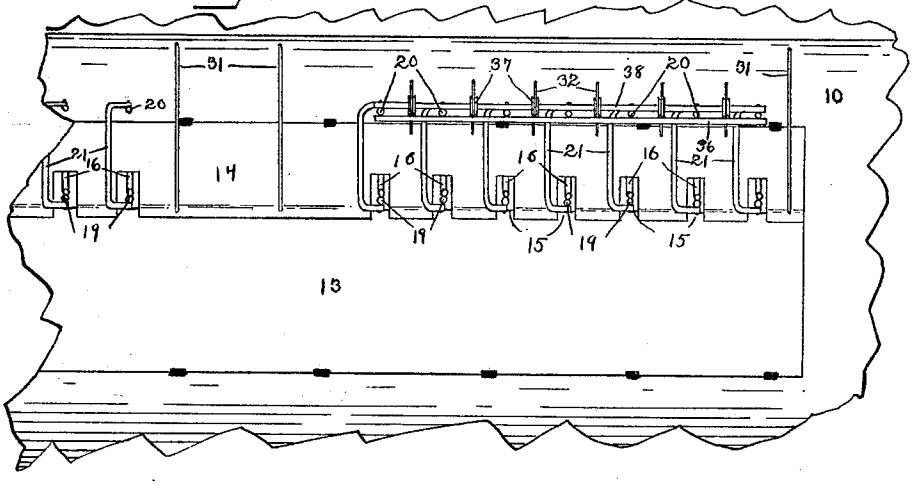


Fig. 7



Witnesses:

R. W. Edwards.

John W. Haguarty

Inventor:

David Basile.

By Louis M. Schmidt.

Atty.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

DAVIDE BASILE, OF NEW BRITAIN, CONNECTICUT.

LIFE-BOAT DEVICE.

1,133,700. Specification of Letters Patent. Patented Mar. 30, 1915.

Application filed March 12, 1914. Serial No. 824,307.

To all whom it may concern:

Be it known that I, DAVIDE BASILE, a citizen of Italy, residing at New Britain, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Life-Boat Devices, of which the following is a specification.

My invention relates to improvements in life boat devices, and the object of my improvement is to produce a life-boat device that can be applied to ships by means of which in case of emergency life boats may be quickly and safely launched.

In the accompanying drawing: Figure 1 is a side elevation of a ship equipped with my life-boat device. Fig. 2 is a similar view of the same with the doors for the life boat compartments in the open position. Fig. 3 is a plan view of the same. Fig. 4, (Sheet 3), is a sectional view, on an enlarged scale, on the line *x x* of Fig. 3. Fig. 5 is a sectional view on the line *y y* of Fig. 3. Fig. 6 is a plan view of certain parts shown in Fig. 3. Fig. 7 is a side elevation of certain parts shown in Fig. 1. Fig. 8, (Sheet 2), is a side elevation, on a still further enlarged scale, and in part broken out, of one of the life-boats and adjacent parts. Fig. 9 is a sectional view on the line *z z* of Fig. 8.

The ship 10, equipped with my life-boat device, is provided amid-ship with a life-boat compartment 11, one on each side, and extending the greater part of the length of the ship or so much thereof as is necessary to house the desired number of life-boats 12. As shown there are four of the said life-boats 12, two on each side. The walls of the compartments 11 are made substantially water tight, so that in case the compartments were flooded no appreciable quantity of water will be admitted to the interior ship space.

The compartments 11 are in the form of lateral recesses, open on the outer side, and normally closed by doors comprising a lower door 13 and an upper door 14, suitably hinged and which when closed are suitably formed and positioned to correspond to the shape of the adjacent body portions of the boat. The opening and closing of the doors 13 and 14 are controlled by cables 31, operated in any suitable manner. The number of compartments, the length thereof, the number of boats housed therein, and arrangement of doors may be varied in different cases to correspond to special conditions.

The lower door 13 as shown has a continuous and unbroken wall surface. The upper door 14 has a plurality of slots 15 extending upwardly from the lower end in registration with ways 16 which extend laterally from the ship 10, and supporting devices therefor. The ways 16 are inclined from the inner end outwardly and consist in each case of a suitable track or runway for a grooved wheel 17 connected to the upper end of an upright 18 extending upwardly from the life-boat 12. The supporting devices for the ways 16 as shown consist of a generally horizontally extending thrust member 19 extending below the same and connected to the outer end thereof, and in addition thereto an upper laterally extending arm 20 and connected to the thrust member 19 by means of vertically extending braces 21. The said braces 21 are suitably off-set at the ends where they engage with the thrust member 19 and arm 20 to provide clearance for the grooved wheel 17, which engages with and travels on the ways 16.

The number of ways 16 and grooved wheels 17 are varied in accordance with the size and weight of the life-boat to which it is adapted. As shown there are seven ways 16 for the forward boats 12 and nine ways 16 for the rear boats 12, the latter being longer than the forward boats. The length of the uprights 18 is such that the life-boats 12 will normally be suspended from the ways 16 while housed in the compartments 11, except that the inner side wall is preferably held in rigid contact with a positioning wall, comprising a lower section 22 in contact with the lower portion of the life-boat 12 and an upper section 23 engaged with the upper portion thereof. The space 24 between the said lower and upper sections 22 and 23 serves as a working space for means for hauling the boat 12 inwardly into the compartment and for holding the same therein comprising a coupling beam 25 and a plurality of ropes or cables 26. The beam 25 is provided with a plurality of hooks 27 and the boat 12 is provided with a corresponding number of eyes 28 at the side opposed thereto, and these are engaged as a unit by a proper longitudinal movement of the beam 25. The cables 26 extend each from the beam 25 inwardly through the

space 24 to a suitably positioned guide pulley 29 and from this to a suitable winding drum 30.

Under the conditions in which the boat 12 is supported on the ways 16 and at the outer end thereof and the hooks 27 are engaged with the eyes 28, winding the drum 30 will operate to draw the boat 12 inwardly into the compartment 11. Under the conditions in which the boat is in the compartment 11, and the hooks 27 and eyes 28 disengaged, the boat 12 is free to automatically ride outwardly along the ways 16, and will do so provided the doors 13 and 14 are open. The life boats 12 when free from the end of the ways 16 will drop to the water, so that these are automatically launched when free to do so.

In the operation of positioning the boats 12 on the outer ends of the ways 16 suitably for drawing them into the compartments 11, as described above, the boats 12 are raised from the water by means of suitable tackle comprising a plurality of cables 32, running over suitable guide pulleys and connected by their inner ends each to a drum 33. Hooks 34 engage with a longitudinally extending beam 35 positioned along the top of the boat 12 and are connected to the outer ends of the cables 32 in some suitable manner. I prefer to provide a positioning beam or rod 36 adjacent the junction of the cables 32 and the hooks 34 so that the said hooks 34 will be operated as a unit in connecting with and disconnecting from the beam 35. The guide pulleys mentioned for the cables 32 comprise a set of grooved pulleys 37 at the outer ends of arms 20, and which pulleys are mounted on a shaft 38 extending across the said outer ends.

The life-boats 12 are provided with means for being closed in over the top suitably to prevent the admission of water, especially while being launched, in the manner described, and which involves an appreciable drop from the ways 16 to the surface of the water. As shown, there is permanent roofing at the bow and the middle, respectively, and doors or covers 45 are provided at the intermediate open portions 41. The covers 45, as shown, are in pairs, and hinged at the side of the life-boat 12. Suitable ventilating funnels and air inlets are provided, mounted preferably on the permanent roof portions. The funnel 42 at the bow is of appreciable height, and permanently open. The air inlets 43 amid-ships are short, and provided with removable caps 44.

I claim as my invention:—

1. A ship having a compartment in the side wall, a plurality of ways extending transversely of the said compartment, in the upper part thereof, the outer ends of the said ways overhanging the said side wall, a set of wheels engaged one with each of the said ways, a corresponding set of connecting devices connected one with each of the said wheels, a life boat connected to the said connecting devices, being supported thereby, and positioned in the said compartment, and the said ways being inclined continuously from the inner end outwardly so as to permit the said life boat to be launched therefrom freely by gravity and independent of any other launching means.

2. A ship having a compartment in the side wall, a plurality of ways having their inner portions housed in the said compartment, in the upper part thereof, and extending outwardly so as to overhang the side of the ship, suspension means engaged with the said ways, a life boat supported by the said suspension means, and cover devices for closing the said compartment, and the said cover devices having slots suitable for admitting the said ways so as to permit the said cover devices to be closed while the outer portions of the said ways remain in such position so as to overhang the side of the ship.

3. A ship having a compartment in the side wall, ways extending across the said compartment and overhanging the said side wall, means for lifting a life boat from the water comprising a plurality of cables and hoisting mechanism, and guide pulleys for the said cables at the outer ends of the said ways and a positioning beam connected to the said cables, and a plurality of hooks serving to connect the said beam with the said life boat.

DAVIDE BASILE.

Witnesses:
JOHN F. DI NONNO,
SALVATORE NAFFI.

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