J. PAULAUSKI.

SHIP'S FENDER.

APPLICATION FILED DEC. 9, 1914.

1,141,577.

Patented June 1, 1915.

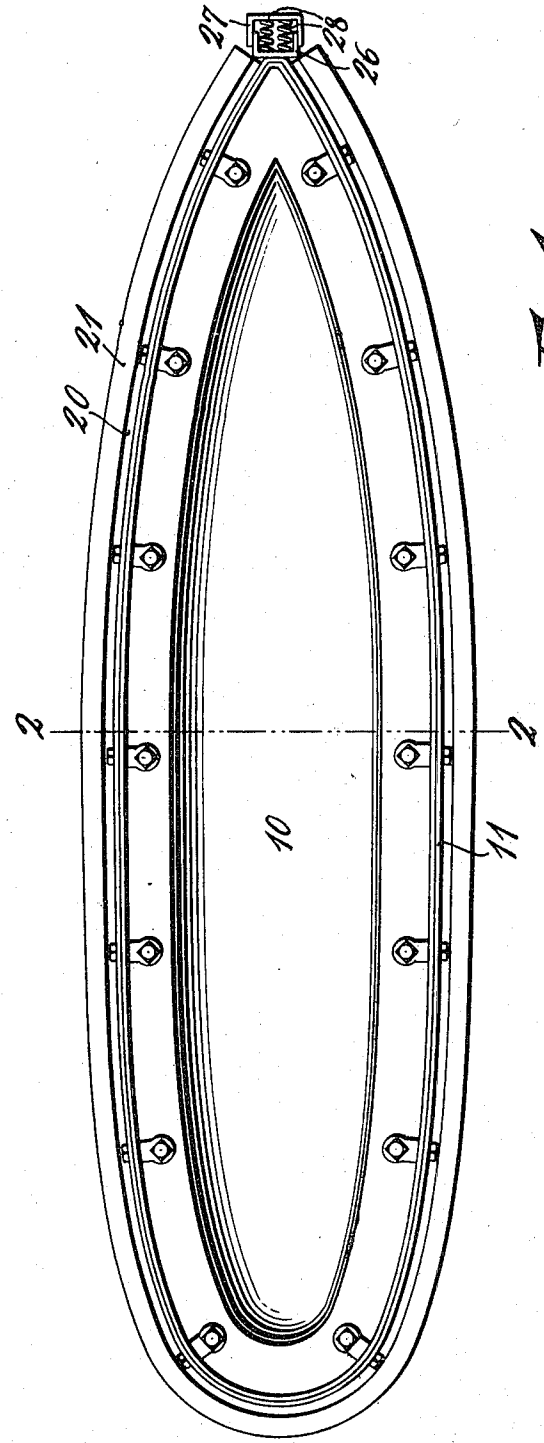


Fig. 1.

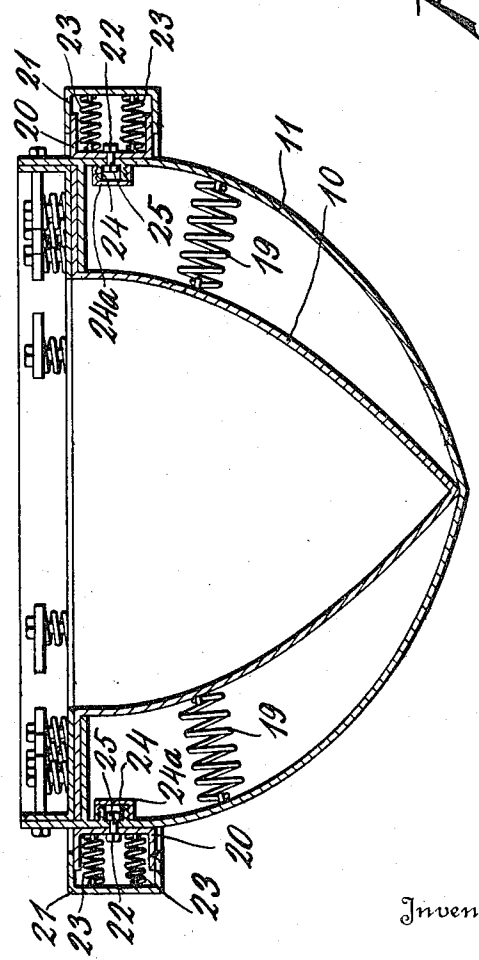


Fig. 2.

Witnesses

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JOHN PAULAUSKI, OF CHICAGO, ILLINOIS.

SHIP'S FENDER.

1,141,577. Specification of Letters Patent. Patented June 1, 1915.

Original application filed September 4, 1914, Serial No. 861,593. Divided and this application filed December 9, 1914. Serial No. 876,327.

To all whom it may concern:

Be it known that I, JOHN PAULAUSKI, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Ships' Fenders, of which the following is a specification.

This invention relates to boats and has for its object to provide a novel and improved fender to prevent injury to the hull from collision, grounding and other causes.

The present application is a division of the application filed September 4, 1914, Serial No. 861593.

In order that the invention may be better understood, reference is had to the accompanying drawing, in which—

Figure 1 is a plan view of the boat, and Fig. 2 is an enlarged cross-section on the line 2—2 of Fig. 1.

Referring specifically to the drawing, the boat is provided with a double hull, the inner hull being shown at 10, and the outer hull at 11. The two hulls are spaced throughout the entire length along the sides of the boat and also at the bow and the stern, to form a water-tight compartment. The means for securing the two hulls together are described in detail in the original application hereinbefore referred to, of which the present application is a division. Between the hulls 10 and 11 are mounted coiled springs 19 for cushioning shocks from a collision or other causes. The upper portion of the hull 11 is also equipped with a fender for preventing injury from collision, grounding or other causes. This fender is composed of a belt which extends along the sides of the hull and around the stern thereof, and terminating close to the bow. The fender belt is composed of inner and outer sections 20 and 21, respectively, which are channel-shaped in cross-section and are telescopically connected. The inner section is secured to the hull 11 by bolts 22 or other suitable fastening means, and between said section and the outer sections are mounted coiled springs 23 which are compressed when the outer section is struck or strikes an obstruction and is forced inward, thus absorbing the shock and preventing damage to the hull. Separation of the sections is prevented by making the springs fast thereto.

On the inside of the hull 11 are threaded nipples 24 to receive caps 24^a, said nipples being located to receive the inner ends of the bolts 22, and the caps inclosing the nuts 25 screwed on said ends of the bolts for holding the same. The caps prevent water from entering the space between the hulls 10 and 11 if any of the bolts 22 should get loose or broken.

To guard the boat against a head-on collision, a bow fender is provided, the same comprising two transversely arranged telescoping members 26 and 27, respectively, between which are mounted coiled springs 28. This fender operates in the same manner as the one first described.

I claim:

1. The combination with a ship's hull, of a fender therefor comprising a belt extending along the hull and composed of telescoping sections, said sections being channel-shaped in cross-section, with their outstanding flanges oppositely disposed and slidably overlapping, springs interposed between the sections, and fastening means passing through the hull and the inner section.

2. The combination with a ship's hull, of a fender therefor comprising a belt extending along the hull and composed of telescoping sections, springs between said sections, bolts fastening the inner section to the hull, said bolts passing through the hull, and caps mounted on the hull on the inside thereof over the inner ends of the bolts.

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

JOHN PAULAUSKI.

Witnesses:
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