

No. 677,760.

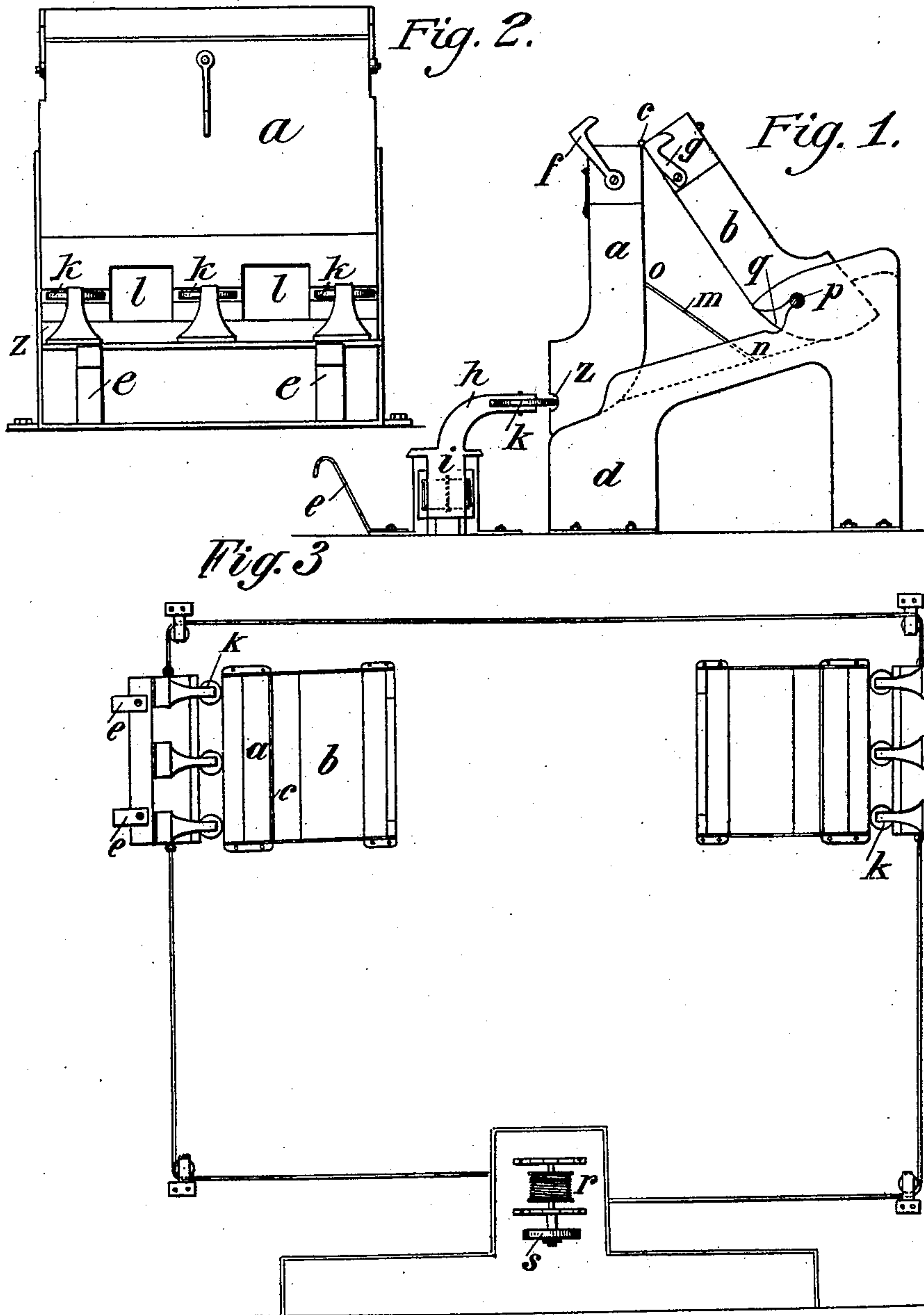
Patented July 2, 1901.

B. GIANESE.

LIFE BOAT.

(Application filed Sept. 12, 1899.)

(No Model.)



WITNESSES.

William P. Goebel
John L. Latta

INVENTOR.

B. Gianese.
BY *Thum*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

BENVENUTO GIANESE, OF GENOA, ITALY.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 677,760, dated July 2, 1901.

Application filed September 12, 1899. Serial No. 730,209. (No model.)

To all whom it may concern:

Be it known that I, BENVENUTO GIANESE, a subject of the King of Italy, residing at Genoa, in the Kingdom of Italy, have invented certain Improvements in Life-Boats, (for which I have obtained Letters Patent in the Kingdom of Italy, dated February 13, 1899, Reg. Att., Vol. CVI, No. 115,) of which the following is a specification.

10 My present invention has for its object to provide an apparatus to be used on board of ships in place of the usual life-boats for saving the crew and passengers of vessels in case of shipwrecks or other casualties at sea, the
15 principal feature of my said apparatus being that it can be readily and automatically thrown overboard in any case of emergency without any danger of its being submerged.

20 The invention therefore consists in a floating apparatus which may be easily thrown overboard at the required moment at the will of the captain or other officer.

25 In the annexed drawings, Figure 1 shows a transverse section of the floating apparatus on its supports and means to hold it therein. Fig. 2 is an outside view of the same, and Fig. 3 represents two apparatuses placed alongside each other on board the vessel and the system of releasing them.

30 As will be seen from the drawings, the novel apparatus consists of a raft or float divided into two parts *a* *b*, connected together by means of a hinge *c* or other suitable means. The two parts of the float on the side opposite to their connection are preferably provided with guards. The parts of the float
35 may have a rectangular or any other geometrical form. The reason of the float being divided into two hinged parts is to keep it on the deck of the ship in a comparatively small place.

40 As it is essential that the float be practically insubmersible and adapted to support the largest possible number of persons, it will
45 be constructed of sheet metal and hollow and divided into a considerable number of water-tight empty chambers. These chambers, however, may be filled with wood or cork or else may be formed of beams of solid
50 wood or joined together in network form, the empty spaces being filled with cork, so as to

diminish the specific weight and increase the floating capacity of the apparatus or with any other suitable material arranged so as to meet the above requirements.

55 As is seen from Fig. 1, the float is placed on supports *d*, fixed on deck of the ship in direction of its length, so that the float is inclined toward the sea and ready to slide down when released on the inclined surface, as will be explained hereinafter. The supports *e*, Figs. 1, 2, and 3, placed on the sides of the ship in front of the floats, serve to prolong the inclined surface to facilitate the sliding down
60 of the float. The two parts *a* and *b* may be connected together by means of hook *f* and cavity *g* or any other suitable means, so as to lie in the same plane.

65 The float is kept in place on its supports by a carriage *h*, running in guides *i*, as is clearly seen from Figs. 1, 2, and 3. This carriage by means of wheels or rollers *k* runs in grooves *Z*, provided on side *a* of the float. In this side of the float are cut the grooves *l*, Fig. 2, which are broader than the wheels
70 and rollers *k*. A rod *m*, hinged at *n* and fixed in this point to the support *d*, enters the cavity *O* in the under side of the float, so that its side is rigidly fixed. The side *b* is held on the support by pivot *p*, placed so that
75 when part *b* of the float bears with its under side on the surface of the support *d* the pivot is free to slide out of the cavity *g* when the float is placed as is shown in Fig. 1.

80 The arrangement of the floats on board a ship is shown in Fig. 3, where two floats are represented placed on the deck. The carriages *h* are worked by a system of cords making circuit around the commander's bridge or other suitable point of the vessel
85 on a suitable roller *r*, actuated by wheels *s* or other equivalent means. It is evident that by turning wheels *s* on one side the cord on the roller is simultaneously wound up on one side and unwound on the other, and the carriage
90 at the right hand will run in the guide *i* in a direction opposite to that of the carriage at the left. To disengage the floats at the desired moment, it will therefore be sufficient to turn the wheel *s* so as to move the carriages
95 both in the one and in the other direction until the wheels or rollers *k* will slide out of

groove Z, so as to be in front of grooves l. Part a of the float will slide by its own weight onto support e. Rod m, disengaged from cavity o, has then fallen on support d, and 5 pivot p will slide, as has been said, in groove q and the float will fall overboard.

To prevent the float from being carried too far from the ship, I provide a cord of suitable length, fixed by a hook at one end, which may 10 be easily unhooked or cut after the people have embarked.

From the above it will be easily understood that any number of floats may be readily caused to slide overboard from a ship by dis- 15 engaging them from their described fastening devices by means of an endless cord, as above mentioned.

Besides the system of fastening devices above described other systems may as well 20 be used and the fastening devices placed in other points of the floats than those described.

As to the float itself, hooks and rings may be placed on its upper part, and rudders, cords, and other objects useful to the ship- 25 wrecked may be placed thereon. In order to secure a greater stability of the float on its under side, a heavy keel may be provided,

arranged, however, in such position as not to prevent the sliding down of the float.

Having now fully described my said inven- 30 tion and the manner in which the same is to be performed, I declare that what I claim as my invention is—

1. A life-saving apparatus comprising inclined guides, a float constructed of hinged 35 sections supported on said guides and adapted to slide thereon, a retaining device adapted to engage the lower section of the float to hold the same back, and means for moving said retaining device to release the float, sub- 40 stantially as described.

2. The combination of an inclined guide, the supports located in front thereof in the continuation of the incline, a float supported on the incline and adapted to slide thereon, 45 the retaining device engaging the float, and means for moving the retaining device to release the float, substantially as described.

In witness whereof I have hereunto set my signature in the presence of two witnesses. 50

BENVENUTO GIANESE.

Witnesses:

LUIGI CUCHI,
E. V. DOBRIOVICH.