L. E. KING.

MARINE LIFE SAVING APPARATUS.

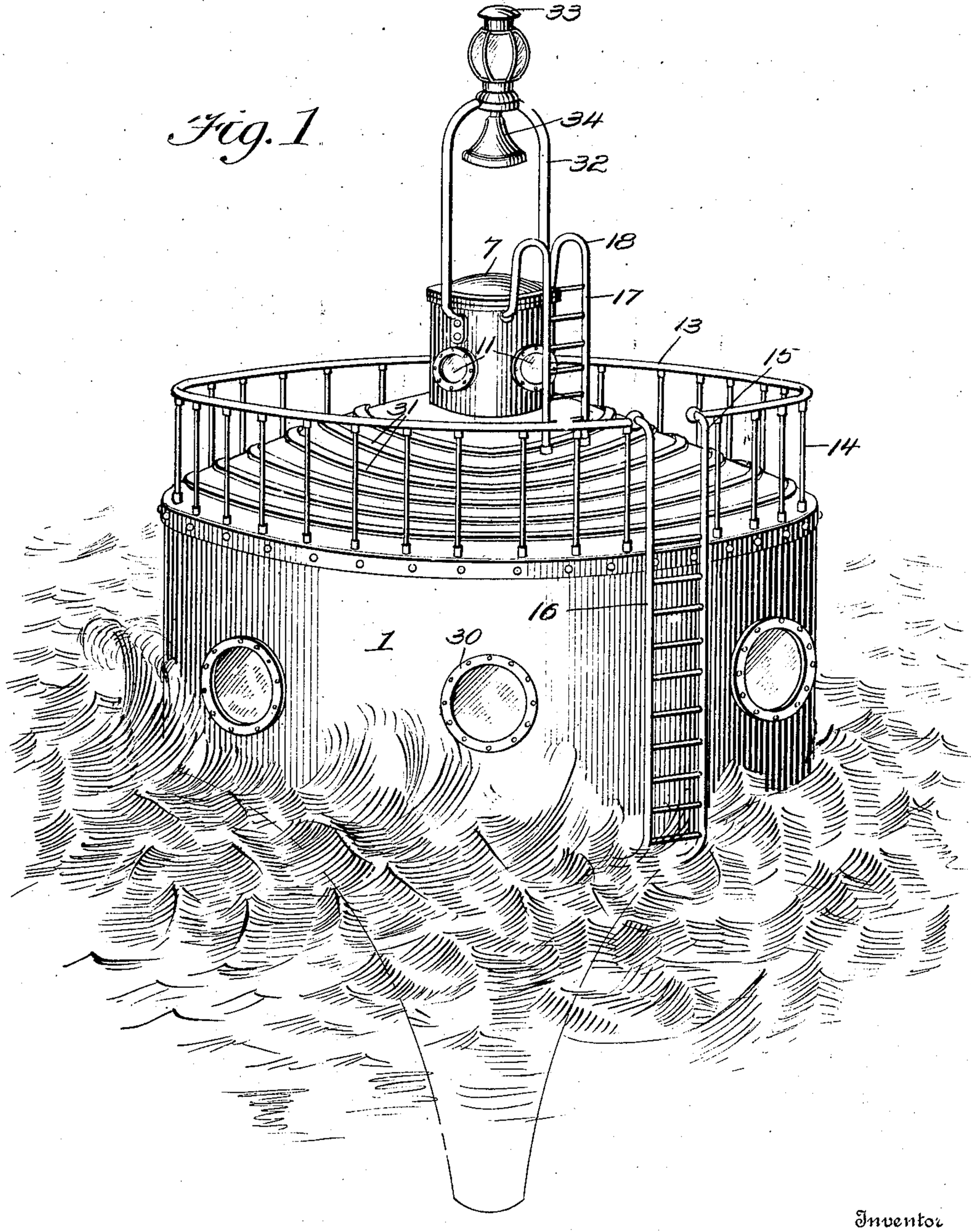
APPLICATION FILED JAN. 22, 1909.

934,322.

Patented Sept. 14, 1909.

2 SHEETS—SHEET 1.

Fig. 1



Witnesses

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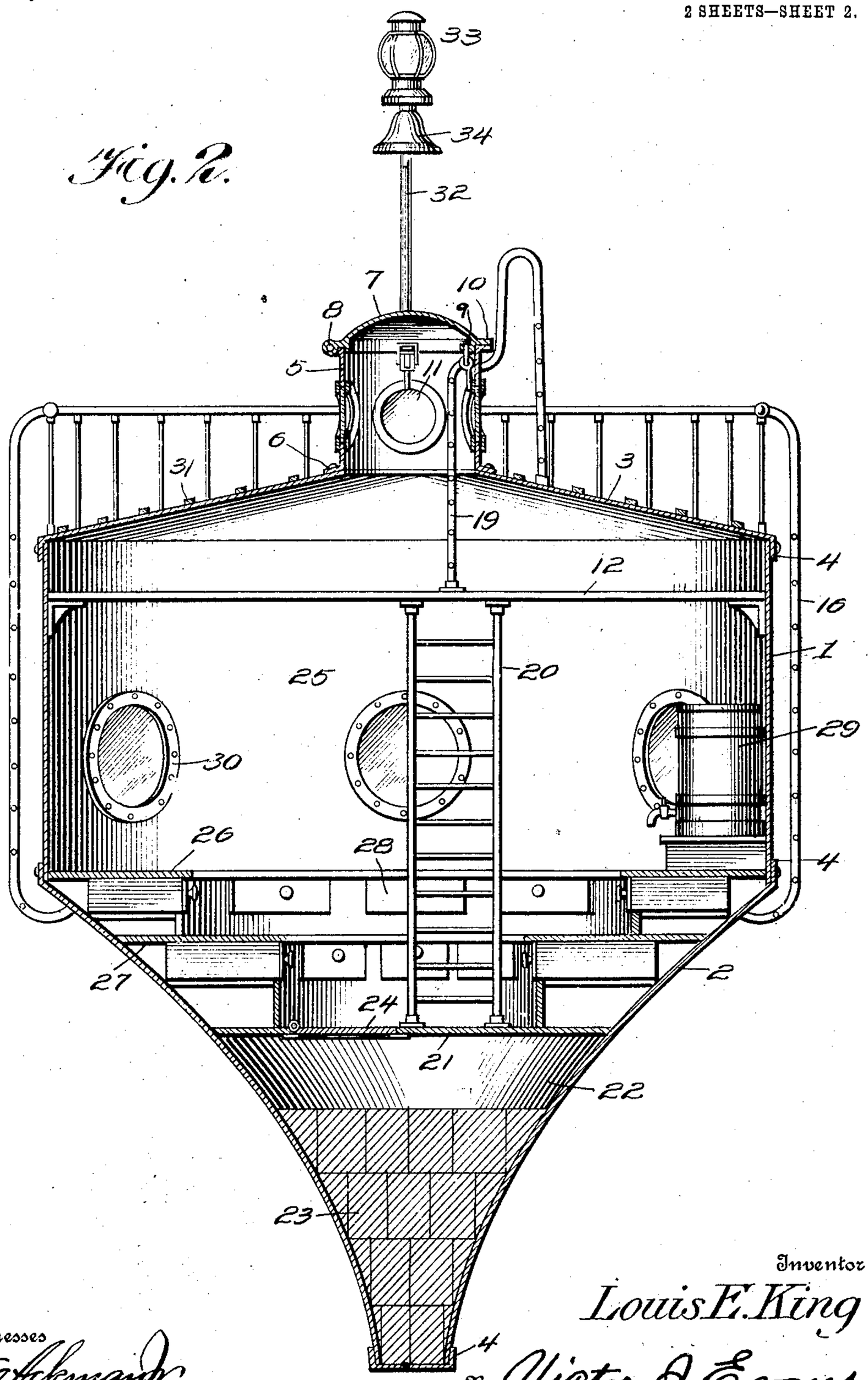
2 SHEETS—SHEET 2.

Fig. 2.



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UNITED STATES PATENT OFFICE.

LOUIS E. KING, OF BAY CITY, MICHIGAN.

MARINE LIFE-SAVING APPARATUS.

934,322. Specification of Letters Patent. Patented Sept. 14, 1909.

Application filed January 22, 1909. Serial No. 473,738.

To all whom it may concern:

Be it known that I, LOUIS E. KING, a citizen of the United States, residing at Bay City, in the county of Bay and State of Michigan, have invented new and useful Improvements in Marine Life-Saving Apparatus, of which the following is a specification.

This invention relates to marine life saving apparatus, the object of the invention being to provide a ballasted and floating buoy adapted to be transported from place to place, to be carried on shipboard and to be launched in case of emergency, the said apparatus being designed with special reference to safety, stability, comfort, convenience, seaworthiness, and thorough protection from the elements.

With the above general object in view and other objects, the nature of which will more fully appear as the description proceeds, the invention consists in the novel construction, combination and arrangement of parts herein fully described and claimed.

In the drawings;—Figure 1 is a perspective view of the life saving apparatus of this invention. Fig. 2 is a vertical diametrical section through the same.

The device of this invention comprises essentially a watertight shell to which a special shape or configuration is given, the said shell in the preferred embodiment of the invention comprising a cylindrical body 1, an inverted frusto-conoidal base 2 and a circular slanting deck 3. The shell thus described may be made all in one but it is preferred to make the same up of sections of sheet or boiler iron flanged and riveted or otherwise permanently secured together, in which case the joints which are shown at 4 are made to overlap and any practical expedient may be resorted to to render said joints air and watertight.

Centrally of the slanting deck at the top of the shell there is arranged a cylindrical turret 5 which is fastened by an air or watertight joint 6 to the deck 3 and which is normally closed at the top by a cover 7 which is preferably arched as shown and hinged at 8 to the turret. This cover is held tightly closed by means of one or more fasteners 9 of any suitable description arranged interiorly of the turret so that they may be operated inside of the device. The cover 7 as well as the upper edge of the turret 5 is flanged as shown at 10 and if desired, a packing gasket may be interposed between the flanges. This is, however, not ordinarily necessary as it is preferable to slightly open the cover 7 to provide for the necessary ventilation. The turret is further provided at numerous intervals with a circular series of dead lights 11 for observation purposes by a watchman who may stand upon a bridge 12 extending diametrically across the interior of the main body portion of the shell as shown in Fig. 2.

Extending around the marginal edge of the deck 3 is a hand and guard rail 13 supported at a suitable elevation by stanchions 14 and left open at one or more places to provide companionways 15 associated with each of which is a ladder 16 extending downward alongside of the body 1 as far as or beneath the surface of the water, the lower end of such ladder being fixedly connected to the shell. This enables persons to ascend the ladder and reach the deck of the device. Adjacent to the turret 5 is another ladder 17 provided with suitable hand rails 18 to enable persons to reach the top of the turret through which they descend to the interior of the shell by means of an internally arranged ladder 19. The ladder 19 may be supported at its lower end on the bridge 12. Another ladder 20 extends from the bridge 12 downward to the floor or lower deck 21. Beneath this lower deck 21 is a downwardly contracting ballast chamber 22 in which any suitable amount of ballast 23 may be placed to maintain the float in an upright position. The lower deck 21 is provided with a hatch 24 to give access to the ballast chamber.

Within the main compartment 25 of the device are one or more combined seats or bunks 26 and 27 of circular form and arranged one above the plane of the other in stepped formation as shown in Fig. 2. These seats or bunks may be provided on their under sides with compartments or drawers 28 for the storage of blankets, bedding, provisions and the like. Various other articles may be placed within the main compartment 25 for the convenience and use of the occupants, such as one or more liquid receptacles 29 adapted to contain water, oil and other necessities. The main compartment is also provided with dead lights 30 to enable the occupants to observe outside conditions.

In order to render the slanting deck 3 safe, circular concentric cleats 31 are se-

cured thereto as illustrated in Figs. 1 and 2. Extending upward from the turret 5 is a bail shaped standard or support 32 upon which is placed a signal light or lamp 33 and from which is suspended a signal bell 34.

Having thus fully described the invention, what is claimed as new, is:—

A life saving device of the class described embodying a watertight shell having a substantially cylindrical body inclosing the living compartment, an inverted frustoconoidal base forming a ballast chamber, a circular slanting deck forming the top of the living compartment, concentric cleats fastened to the deck, an entrance turret extending centrally upward from the peak of the deck, a cover for said turret, a lower deck or bulkhead forming the bottom of the living compartment and separating the same from the ballast chamber, a bridge arranged at a point intermediate the lower deck and upper deck, a ladder extending from the lower deck upward to said bridge and serving as a bracing support for the latter, and another ladder extending from the bridge upward into the entrance turret.

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

LOUIS E. KING.

Witnesses:

WILLIAM MATHEUR,

ALBERT BOSTON.