

G. JOHNSON.
LIFE BOAT.
APPLICATION FILED APR. 30, 1910.

980,790.

Patented Jan. 3, 1911.

2 SHEETS—SHEET 1.

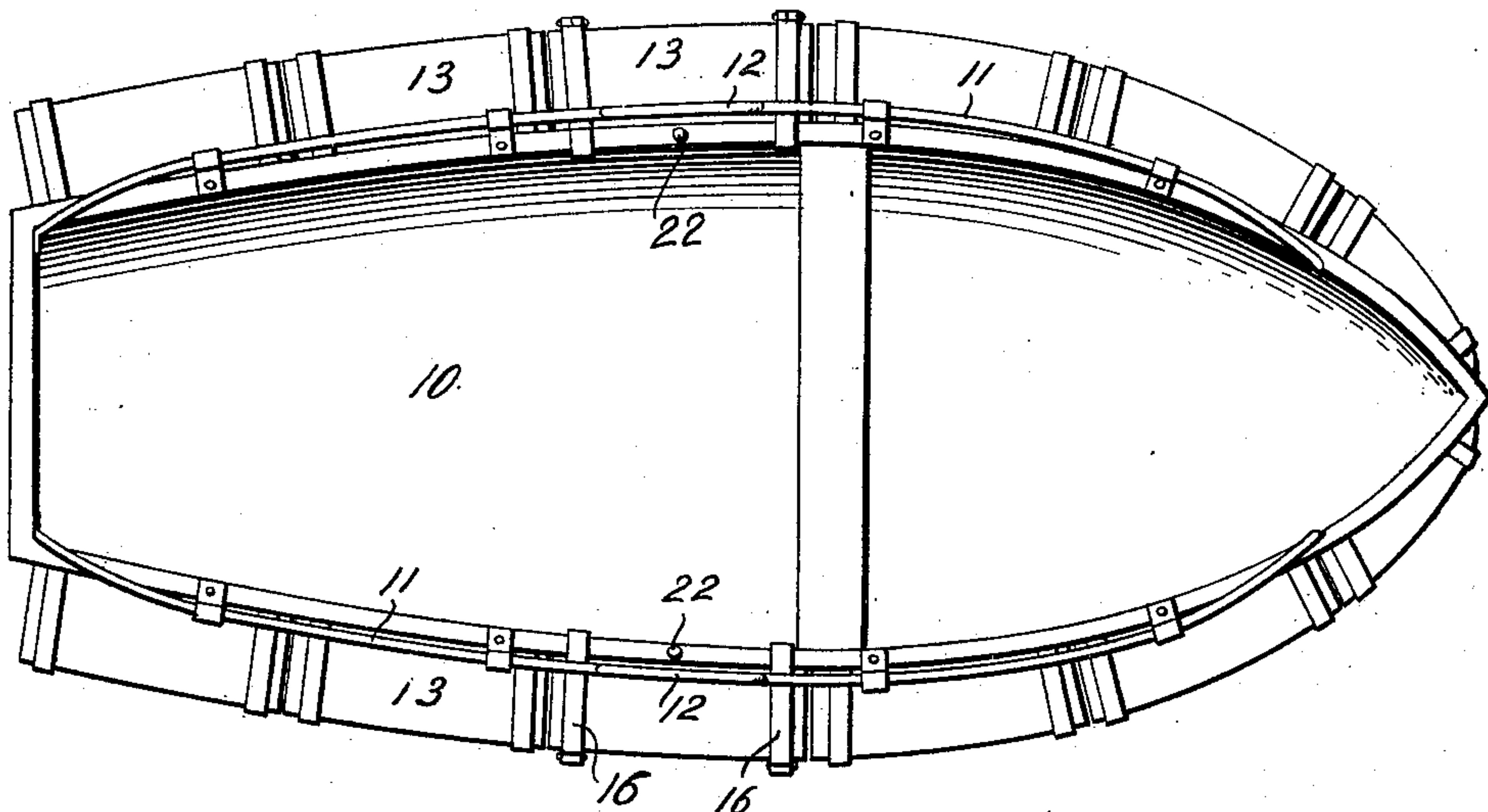


Fig. 1

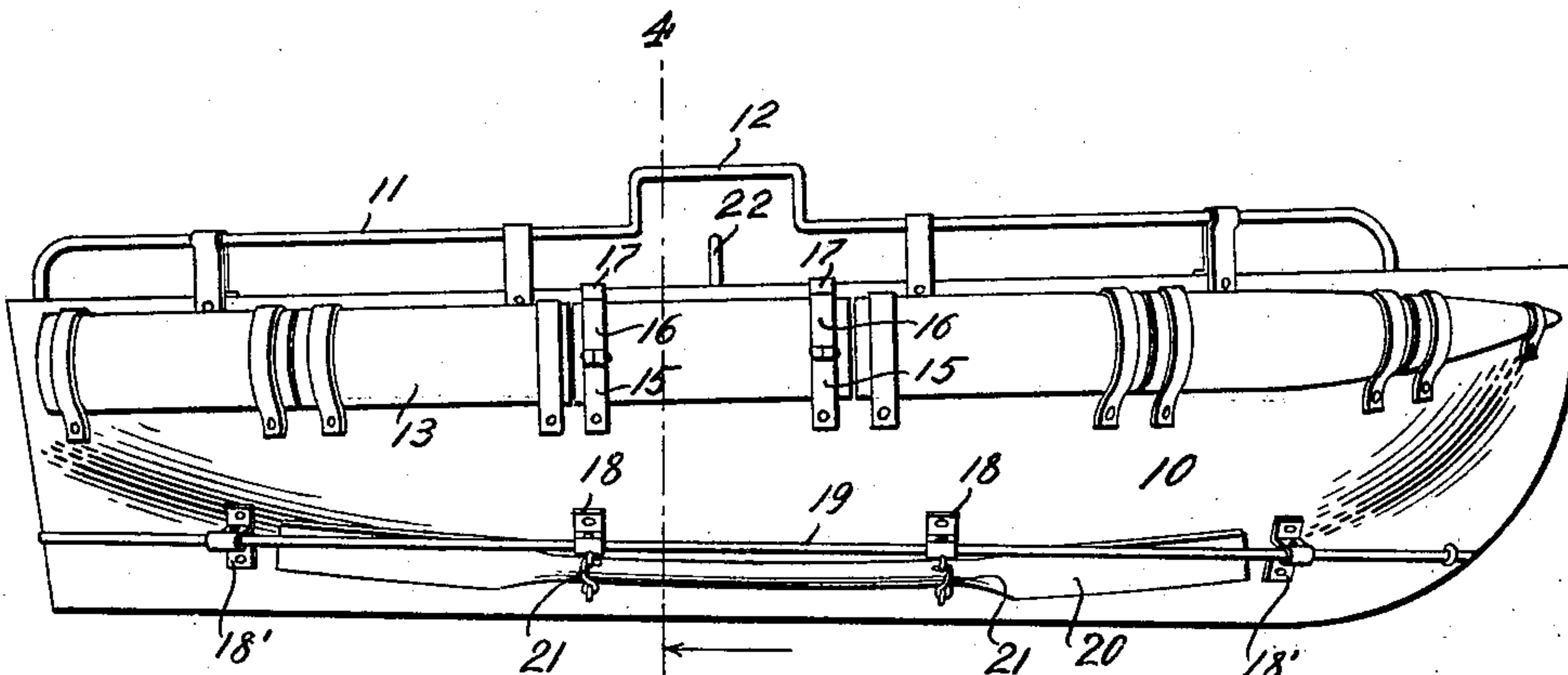


Fig. 2

Witnesses
E. Larson
H. M. Brooke.

Inventor
G. Johnson
By Decker & Pott
Attorneys

G. JOHNSON.

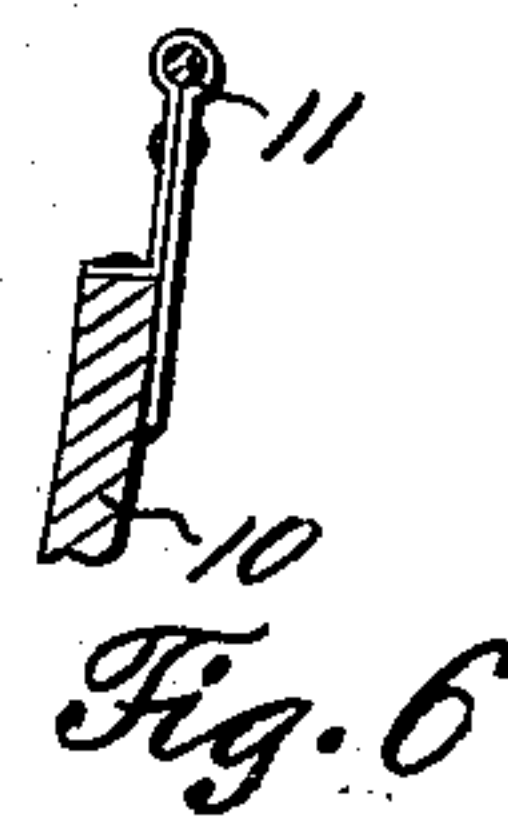
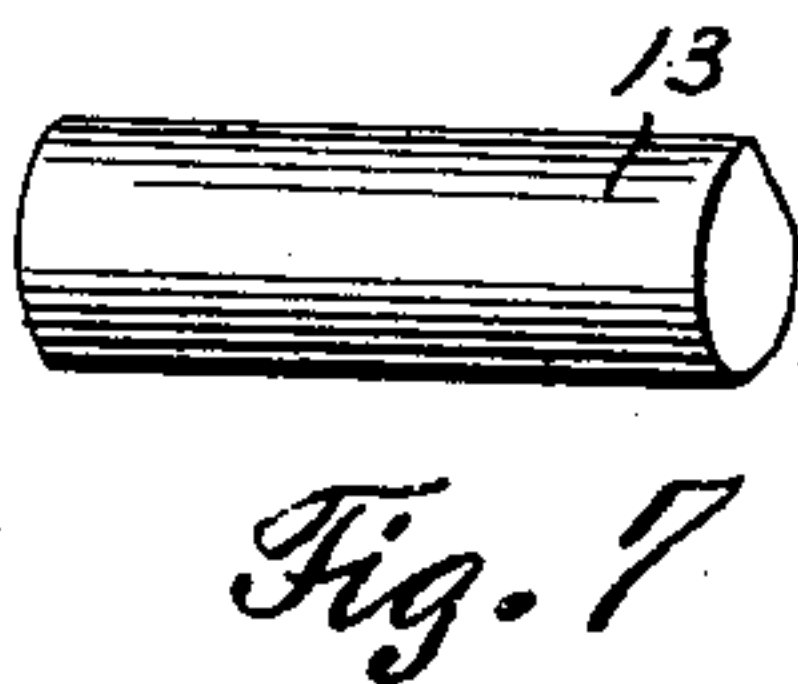
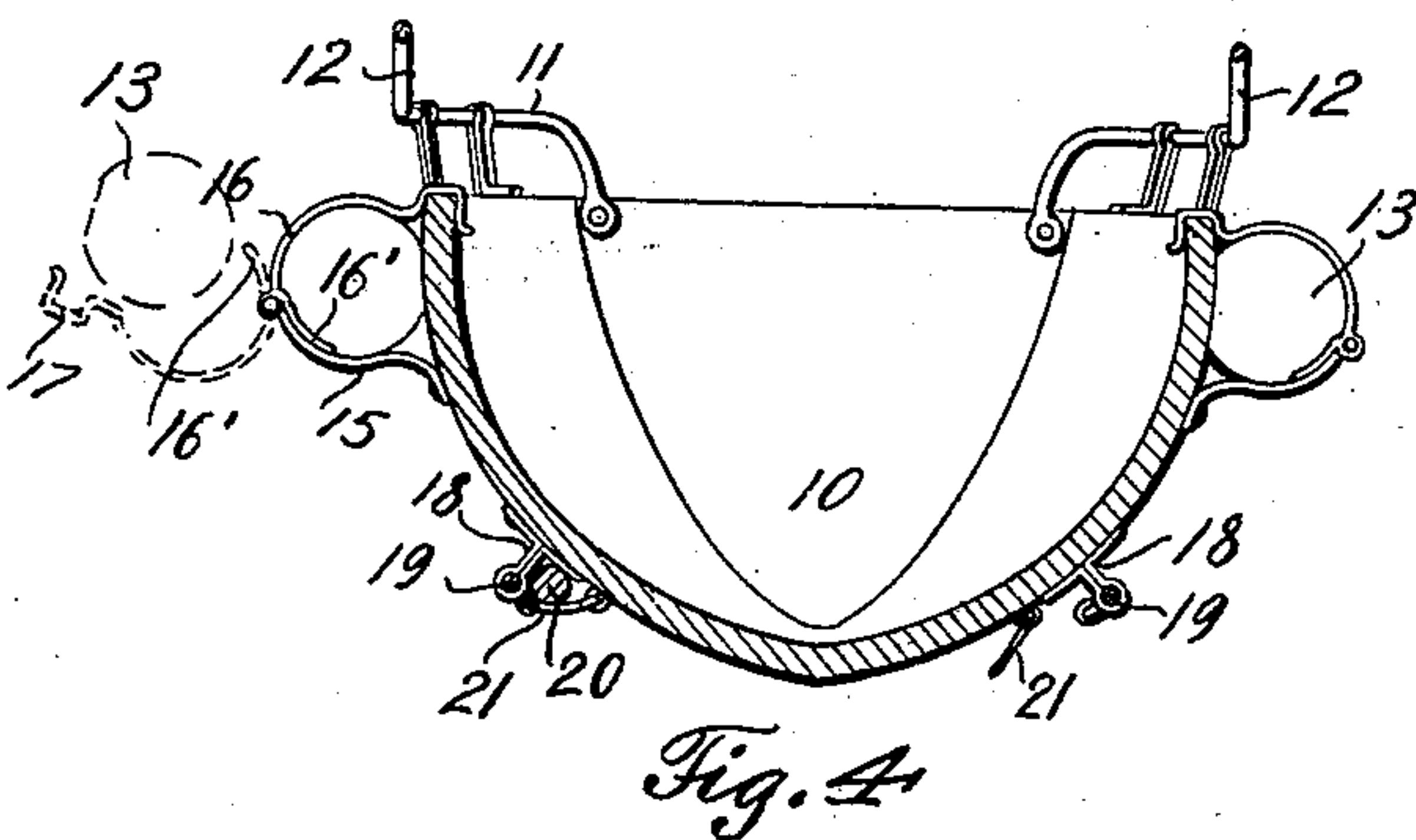
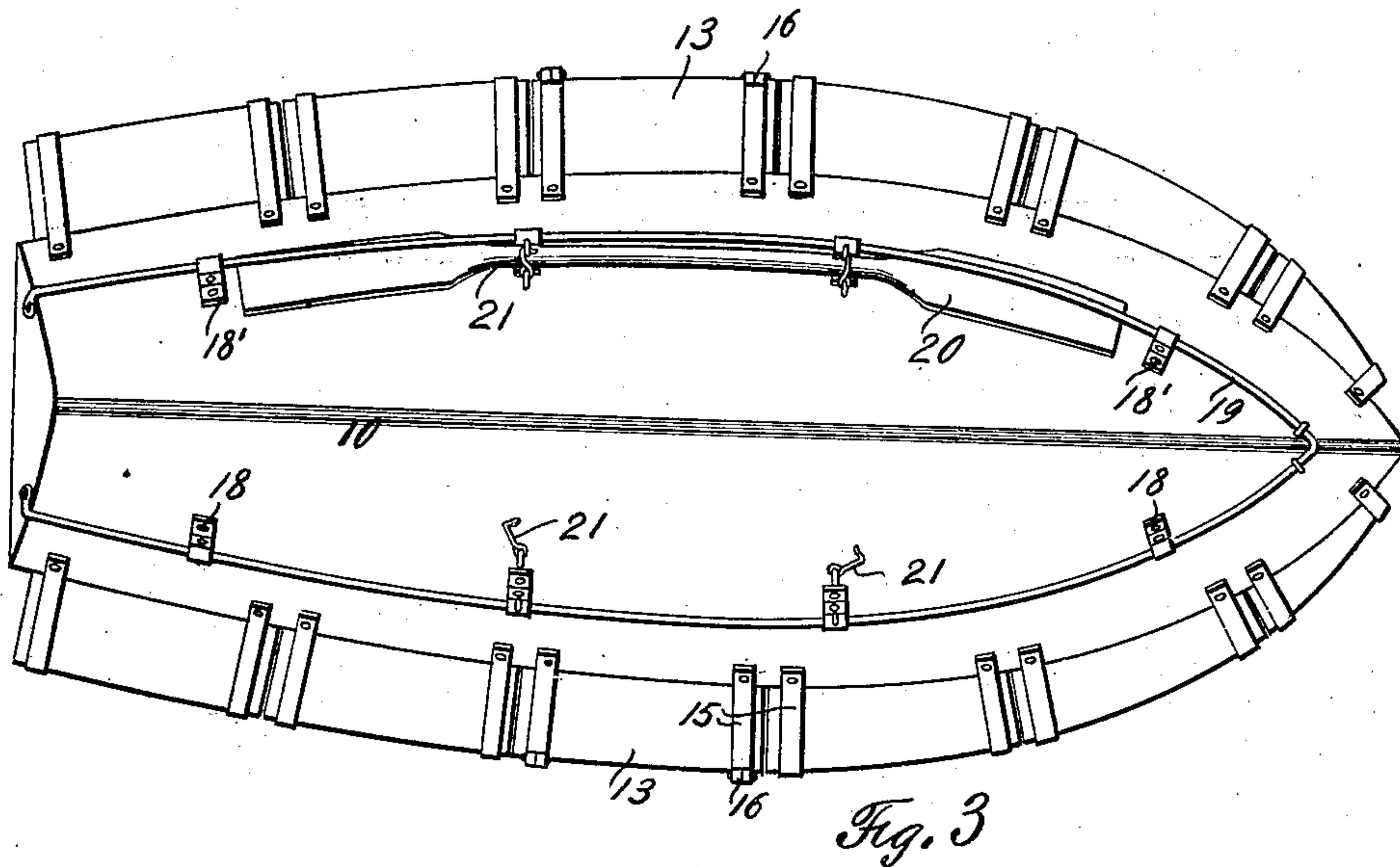
LIFE BOAT.

APPLICATION FILED APR. 30, 1910.

980,790.

Patented Jan. 3, 1911.

2 SHEETS—SHEET 2.



Witnesses

E. Larson
H. M. Brooks

Inventor

G. Johnson

By

Deiler & Ross
Attorneys

UNITED STATES PATENT OFFICE.

GUSTAF JOHNSON, OF STARBUCK, MINNESOTA.

LIFE-BOAT.

980,790.

Specification of Letters Patent.

Patented Jan. 3, 1911.

Application filed April 30, 1910. Serial No. 558,735.

To all whom it may concern:

Be it known that I, GUSTAF JOHNSON, a citizen of the United States, residing at Starbuck, in the county of Pope and State of Minnesota, have invented certain new and useful Improvements in Life-Boats, of which the following is a specification.

This invention relates to boats and primarily to life boats, the same being provided with a plurality of buoys or floats on its outer edge for preventing capsizing of the same.

The object of the present invention is to provide a boat, of the type described, with fittings secured to the under side which may, in case the boat capsizes, be used to aid the occupants in their efforts to save themselves.

It further provides a plurality of detachable floats or buoys which may be removed from the sides of the boat and thrown out to any one who is in need of help and aid him to the boat.

For a full understanding of the present invention reference is to be had to the following description, claims, and the accompanying drawings, in which:—

Figure 1 is a top plan view of the boat; Fig. 2 is a side elevation thereof; Fig. 3 is a bottom plan view illustrating the fittings secured to the under side of the boat; Fig. 4 is a cross section taken on line 4—4 of Fig. 2; Fig. 5 is a detailed section illustrating the manner of securing the buoys to the sides of the boat; Fig. 6 is a similar view illustrating the manner of fastening the railing to the top edge of the boat; Fig. 7 is a perspective of one of the floats.

Referring more particularly to the drawings, 10 indicates the hull of the boat having secured to the gunwale the railings 11, the said railings being provided with upward central off-set portions 12 in which the oars may coöperate with a pin 22 centrally disposed in said off-set portion and carried by the gunwale. Secured to the sides, adjacent to the gunwale, are a plurality of floats or air compartments 13 conforming to the contour of the boat, the forward ones tapering to points and lying close to the bow thus reducing the resistance of the forward movement to a minimum. One of the floats on each side of the boat oppositely disposed to each other, is detachably secured to the hull 10 by the supporting arms 15, one end of which is rigidly secured to the boat and the other end having a

hinged clamping arm 16 having the same curve as the float and provided with a hook 17 adapted to engage the gunwale for retaining the said floats to the boat.

Secured to the sides of the boat adjacent the keel by means of brackets 18 is a cable or railing 19, the same extending from the bow and on each side of the keel to the stern, said brackets spacing the railing 19 from the sides of the boat thus permitting the easy grasping of the same. Centrally secured and on each side of the keel adjacent the railing 19 are a plurality of oars conforming to the contour of the boat, said oars being retained by means of the hooks 21. By having the oars so positioned and so shaped it will readily be seen that they will not hinder the boat in its forward movement and will provide a means whereby the boat may be propelled should the same be capsized and the oars lost. The auxiliary oars 20 being curved to conform with the bottom structure of the boat are so arranged that the ends engage beneath the member 19 and adjacent brackets 18 coact with the oars to prevent longitudinal displacement thereof. Furthermore, it is contemplated that the arms 16, by which the detachable floats 13 are held in place shall be movable outwardly into a position in which they project laterally from the boat, in this manner providing members adapted to be readily grasped by persons thrown into the water, and who may not be in reach of the hull of the boat or other projecting parts. To facilitate detachment of the floats 13, and since said floats may be difficult to raise from their supported positions on the arms 15, the clamping arms 16 may be provided with lever extensions 16' so that when the arms 16 are thrown outwardly they will raise each float 13 sufficiently to enable it to be readily disengaged from the boat.

What is claimed as new is:—

1. The combination with a boat, of a railing, a plurality of brackets secured to said boat for retaining said railing in a spaced relation thereto, oars detachably secured to said boat and having their broadened portions engaged underneath the said railing, and a hook member adapted to bind over the smaller portion of said oars and detachably engaging with the brackets, for the purposes herein set forth.

2. The combination with a boat, of a plurality of detachable floats carried thereby at

the side thereof, arms supporting said floats, retaining members pivoted to said arms and engageable with the gunwale of the boat to prevent displacement of said floats, said retaining members being provided with lever extensions projecting beneath the floats to raise the latter when the retaining members are disengaged from the boat and for imparting a rotary movement to said floats when the retaining members are engag-

ing the boat, said retaining members also having one of their terminals shaped to correspond to the contour of said gunwale as herein set forth.

In testimony whereof I affix my signature 15
in presence of two witnesses.

GUSTAF JOHNSON.

Witnesses:

OSCAR JOHNSON,
ADOLF JOHNSON.