F. DOLEJSKA & L. M. HERZIK.

COLLAPSIBLE LIFE BOAT.

APPLICATION FILED OCT. 22, 1914.

1,167,340.

Patented Jan. 4, 1916.

2 SHEETS—SHEET 1.

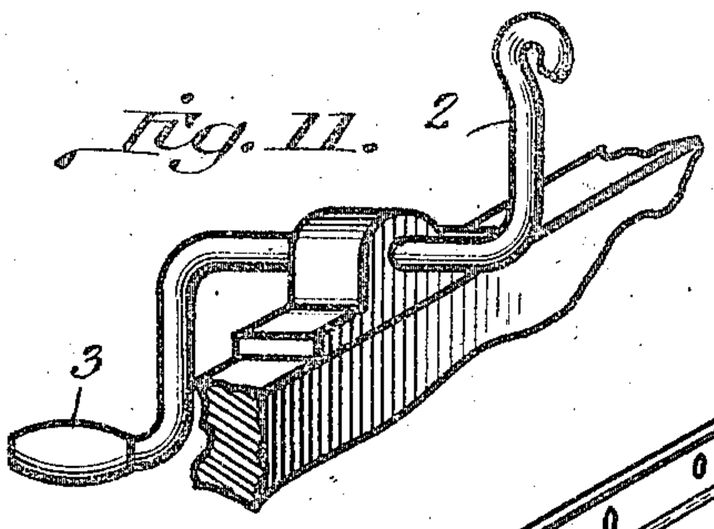

Fig. 11.

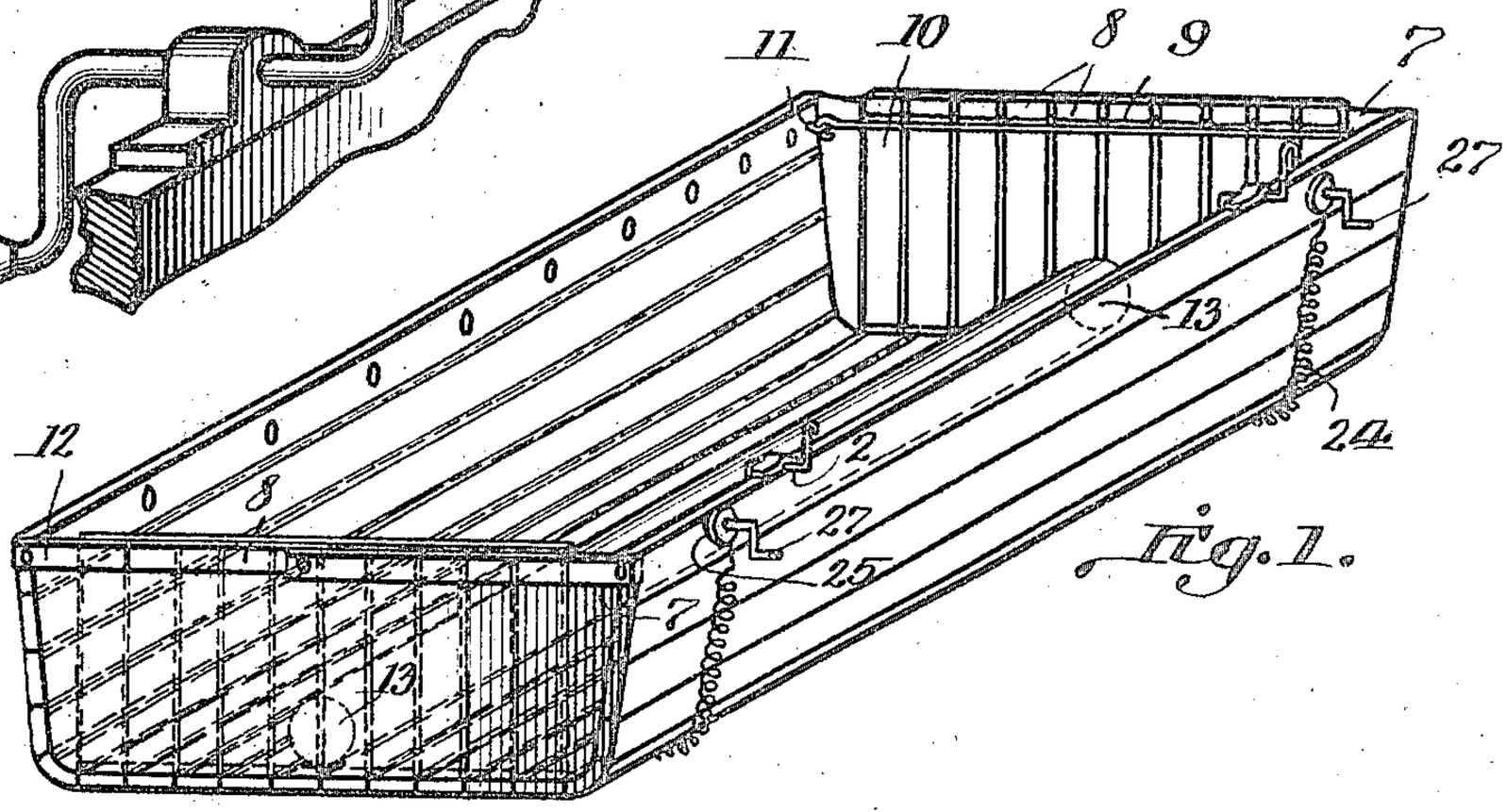

Fig. 1.

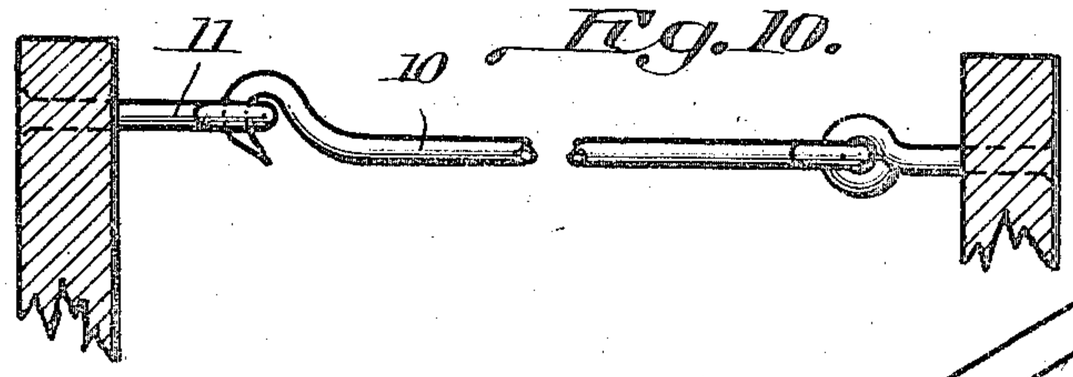

Fig. 10.

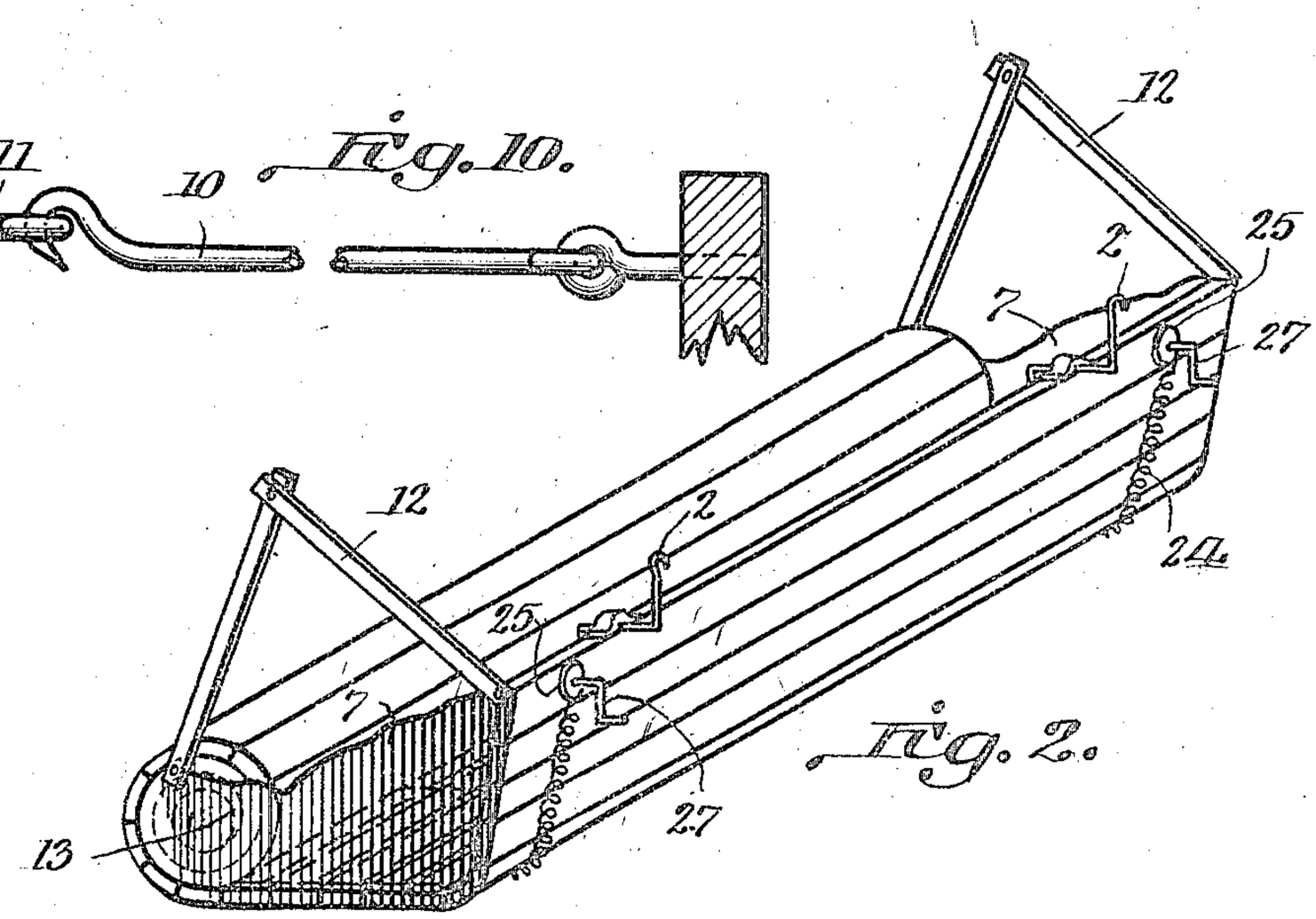

Fig. 2.

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2 SHEETS -SHEET 2.

Fig. 3.

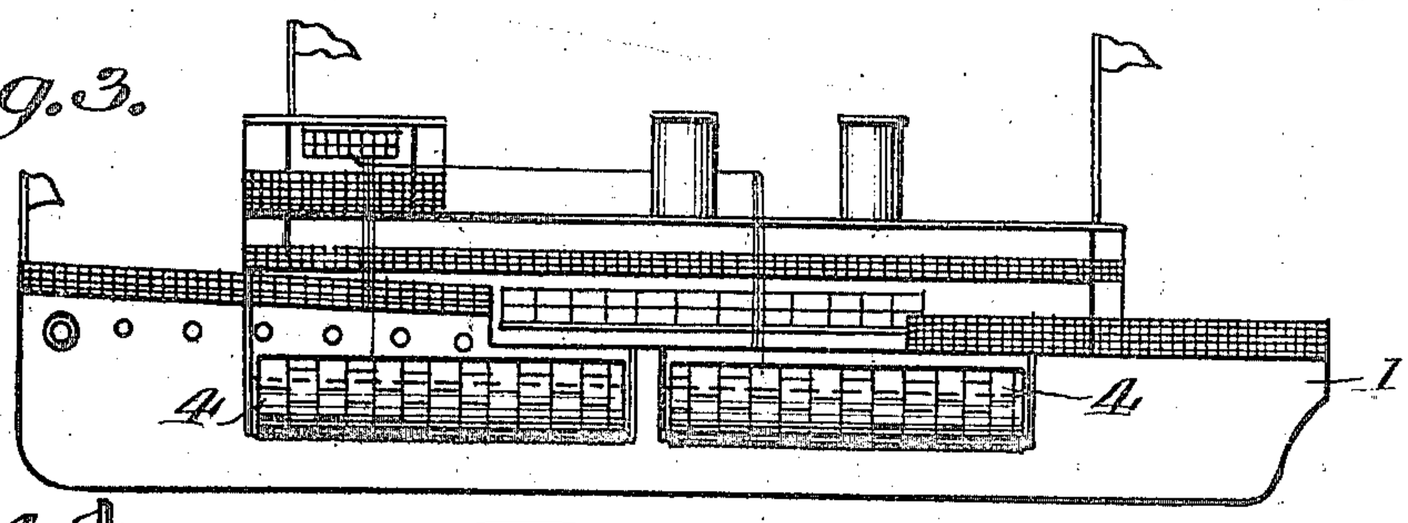
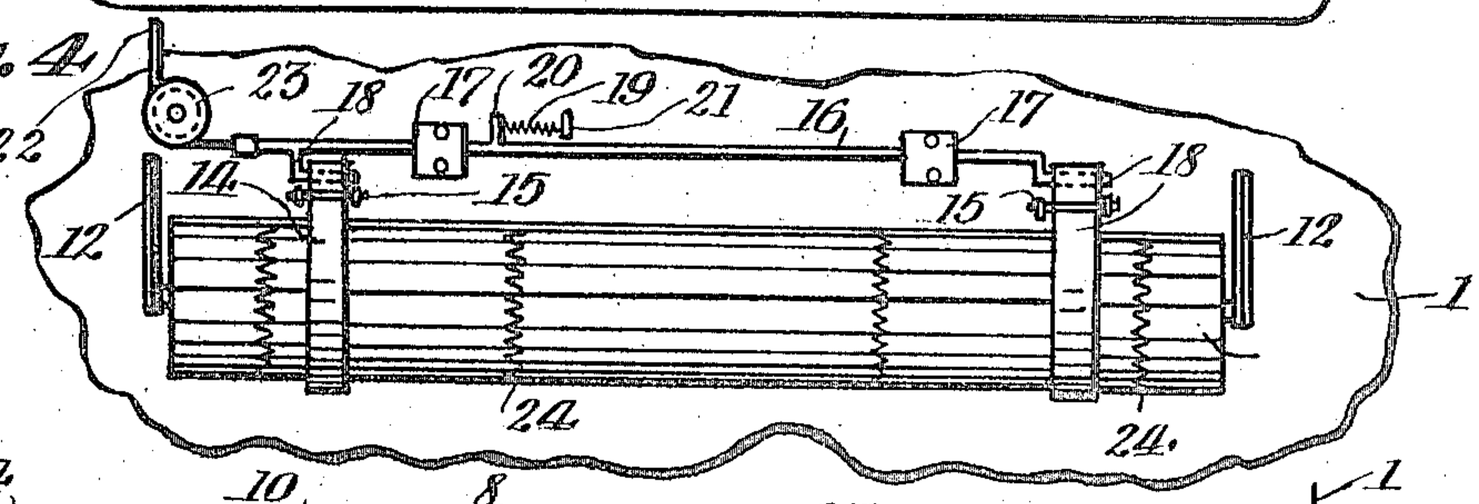


Fig. 4.



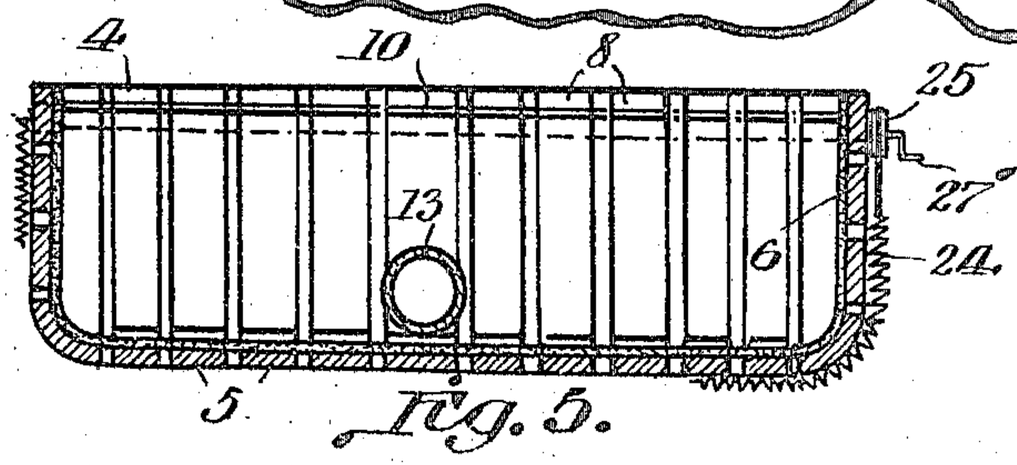


Fig. 5.

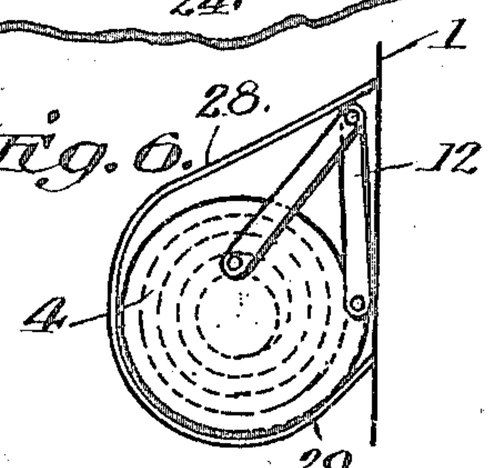


Fig. 6.

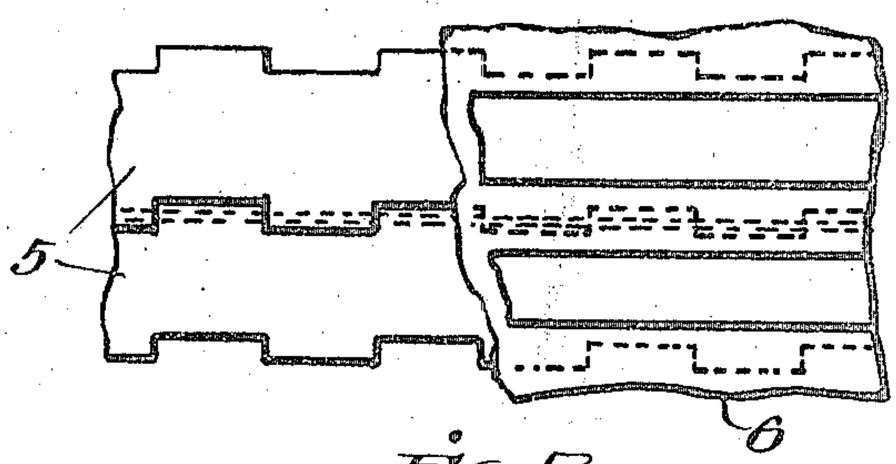


Fig. 7.

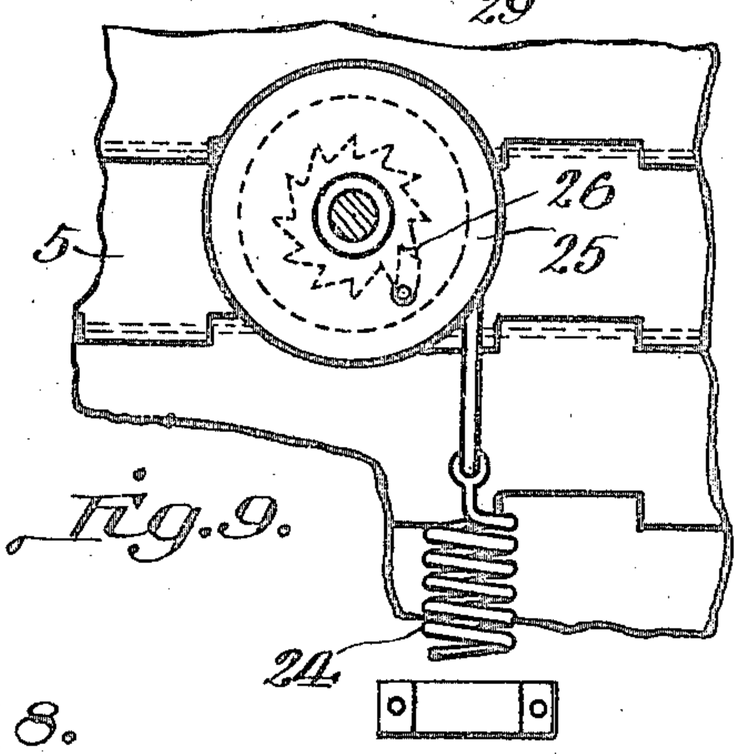


Fig. 9.

Fig. 8.

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UNITED STATES PATENT OFFICE.

FRANK DOLEJSKA AND LOUIS M. HERZIK, OF HOUSTON, TEXAS, ASSIGNORS OF ONE-TENTH TO FRANK HERZIK AND ONE-TENTH TO LOUIS SONOSKY.

COLLAPSIBLE LIFE-BOAT.

1,167,340. Specification of Letters Patent. Patented Jan. 4, 1916.

Application filed October 22, 1914. Serial No. 867,987.

To all whom it may concern:

Be it known that I, FRANK DOLEJSKA, a subject of the Emperor of Austria-Hungary, and LOUIS M. HERZIK, a citizen of the United States, both residing at Houston, in the county of Harris and State of Texas, have invented certain new and useful Improvements in Collapsible Life-Boats, of which the following is a specification.

This invention relates to new and useful improvements in collapsible life boats.

The object of the invention is to provide a life boat of the character described, which may be collapsed, or rolled up, and detachably secured along the side of a vessel, but which may be automatically unrolled and formed to receive passengers and detached from said vessel when it is desired to use the same.

A further feature of the invention resides in the provision of means for securing the boat in collapsed position and means for releasing and securing means.

With the above and other objects in view, the invention has particular relation to certain novel features of construction, operation and arrangements of parts, an example of which is given in this specification and illustrated in the accompanying drawings, wherein:

Figure 1, shows a perspective view of the life boat detached from the vessel. Fig. 2, shows a perspective view of the boat, partially collapsed. Fig. 3, shows a vessel equipped with my improved form of boat. Fig. 4, shows a side elevation of a boat completely collapsed and secured to the side of the vessel. Fig. 5, shows a transverse sectional view of a life boat, in position for use. Fig. 6, shows an end view thereof in collapsed position. Fig. 7, shows a fragmentary plan view of the wall of the boat. Fig. 8 shows a fragmentary cross sectional view thereof. Fig. 9 shows a fragmentary detail view of the means for unrolling the boat from its collapsed position. Fig. 10, shows a fragmentary view of one of the end stay rods employed, and, Fig. 11, shows a detail of the securing hooks, whereby the boat is attached to the vessel side.

Referring now more particularly to the drawings, whereby like numerals of reference designate similar parts in each of the figures, the numeral 1 designates the vessel to which the boats are attached by means of the hooks 2, 2. These hooks engage in corresponding eyes (not shown) on the side of the vessel and when it is desired to release the boat, the hooks may be withdrawn from said eyes by a suitable manipulation of the hook handles 3, 3, as is obvious from an inspection of Fig. 1.

The boat is indicated by the numeral 4, and its sides and bottom are formed of narrow lengthwise strips 5, formed of wood or metal, and the adjacent strips are hinged together so as to form close fitting joints, as indicated in Figs. 7 and 9. The interior of the boat is lined with canvas or tough fabric, 6, and the ends 7, 7, are formed of fabric, reinforced as will presently be described. The end fabrics are reinforced by means of slats 8, which are hinged at their lower ends to the corresponding ends of the respective strips 5, forming the bottom of the boat and their free upper ends are secured in fixed relation by the wires 2. These slats are arranged within the corresponding end fabrics 7, 7, and serve to reinforce the same. End brace rods 10, 10, are provided. The corresponding ends of these rods are pivoted to one side of the boat and their opposite ends have hooks which engage in eyes 11, 11 secured to the opposite side of the boat. These rods are arranged on the inside of the corresponding end slats and when in position serve to hold said slats in vertical position as well as to brace the ends of the boat. End braces 12, 12, are also provided, whose respective ends are pivoted to the sides of the boat. These braces have central joints or hinges which permit said braces to yield, as illustrated in Figs. 2, 4 and 6, when the boat is collapsed, or rolled up, but which brace the boat ends when the boat is in use. The boat is usually equipped with a cylindrical container 13, for carrying provisions, and articles which would be required in cases of emergency.

When it is desired to collapse the boat, the rods 10, 10 are unhooked from the eyes 11, 11 and swung around to the side of the boat. The end slats are then folded over on their hinges to the bottom of the boat and the edges of the boat farthest from the vessel, then rolled around the containers 13, as shown in Fig. 2. When the boat has been entirely rolled up into the position shown in Figs. 4 and 6, it is secured in said position by the straps 14, 14. These straps are formed

of flexible metal and are secured at one end to the vessel side underneath the boat and they pass around the boat, in its collapsed form and their other ends pass through the stirrups 15, 15, which are secured to the vessel side above the boat. A rod 16, is provided which is slidable in the bearings 17, 17 secured to the side of the vessel and said rod carries the fingers 18; 18, which normally project through bearings in the free ends of the straps 14, 14, and secure them around the boat. The fingers are secured in this position by means of the pull spring 19, whose ends are attached to the respective lugs 20 and 21, the former of which is carried by the rod 16 and the latter of which projects from the vessel side. A cable 22, is attached at one end to the end of the rod 16 and said cable passes around the pulley 23 and on to the deck of the vessel. When it is desired to unroll the boat a pull may be exerted on the cable 23, which will operate to move the rod 16, lengthwise, overcome the pull of the spring 19, and withdraw the fingers 18, 18 from their bearings and thus release the straps 14, 14, from around the boat. A plurality of pull springs 24, are provided. These springs pass around the outer side of the boat, their ends being secured directly to the edge thereof, on one side and to the pulleys 25, 25, on the other. Each pulley is equipped with a rack-and-dog arrangement 26, of the well known construction, and a crank 27. By this mechanism, it is obvious that the tension on the springs 24, can be varied at will. This tension is released when it is desired to roll the boat up, but is increased when it is desired to unroll the same, so that when the straps 14, 14, are released, the pull of said springs 24 will operate to automatically unroll the boat. Sheets of canvas 28 and 29 are secured along the vessel side, above and below the boat, and their free edges are sewed, or otherwise secured, together around the boat, when it is rolled up as shown in Fig. 6, so as to protect the same from the weather and injury. When the boat has been unrolled the end slats 8, may be secured in position by the said rods 10, 10, and the boat released from the vessel by the manipulation of the handles 3, 3, as hereinbefore explained and it will then be in condition for the reception of passengers.

What we claim is:

1. A boat whose bottom and sides are formed of strips of inflexible material, said strips being arranged side by side and hinged together at their edges, so that said bottom and sides may be formed into a roll; flexible ends for said boat and cross braces arranged at each end of the boat, the respective braces being pivoted at their ends to opposite sides of the boat and being hinged at their center.

2. A boat whose bottom and sides are formed of adjacent strips of inflexible material hinged together at their edges so that said sides and bottom may be formed into a roll; a flexible fabric secured to said strips and forming an inner lining for said boat; flexible ends for the boat; end braces formed of sections hinged together, the opposite ends of each of said braces being pivoted to the opposite sides of said boat.

3. A boat whose bottom and sides are formed of strips of inflexible material hinged together at their edges so that said sides and bottom may be formed into a roll; a flexible fabric secured to said strips and forming an inner lining for said boat; flexible ends therefor; end braces formed of sections hinged together, the opposite ends of each of said braces being pivoted to the opposite sides of said boat, and means for detachably securing said boat to a vessel.

4. A boat whose bottom and sides are formed of strips of inflexible material, said strips being arranged side by side and hinged together at their edges, so that said bottom and sides may be formed into a roll; flexible ends for said boat and cross braces arranged at each end of the boat, the respective braces being pivoted at their ends to opposite sides of the boat and being hinged at their center, a reinforcement for each end fabric formed of vertical slats hinged at their lower ends to the corresponding bottom strips and having their upper ends fixed relative to each other and a brace rod at each end of the boat, said rods, each, being hinged at one end to one side of the boat and being detachably secured to the other side thereof, and securing said end reinforcement in vertical position.

5. A boat whose bottom and sides are formed of strips of inflexible material, said strips being arranged side by side and hinged together at their edges so that said bottom and sides may be formed into a roll; flexible ends for said bottom, reinforcing means for said ends hinged to the bottom of the boat at each end, and cross braces arranged at each end of the boat, the respective braces being pivoted at their ends to opposite sides of the boat and being hinged at the center.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

FRANK DOLEJSKA.
LOUIS M. HERZIK.

Witnesses:
F. J. HARRIS,
WM. ROBT. J. MCGINNIS.