

A. ZISK.
LIFE SAVING BOAT.
APPLICATION FILED JUNE 8, 1918.

1,298,147.

Patented Mar. 25, 1919.

2 SHEETS—SHEET 1.

Fig. 1.

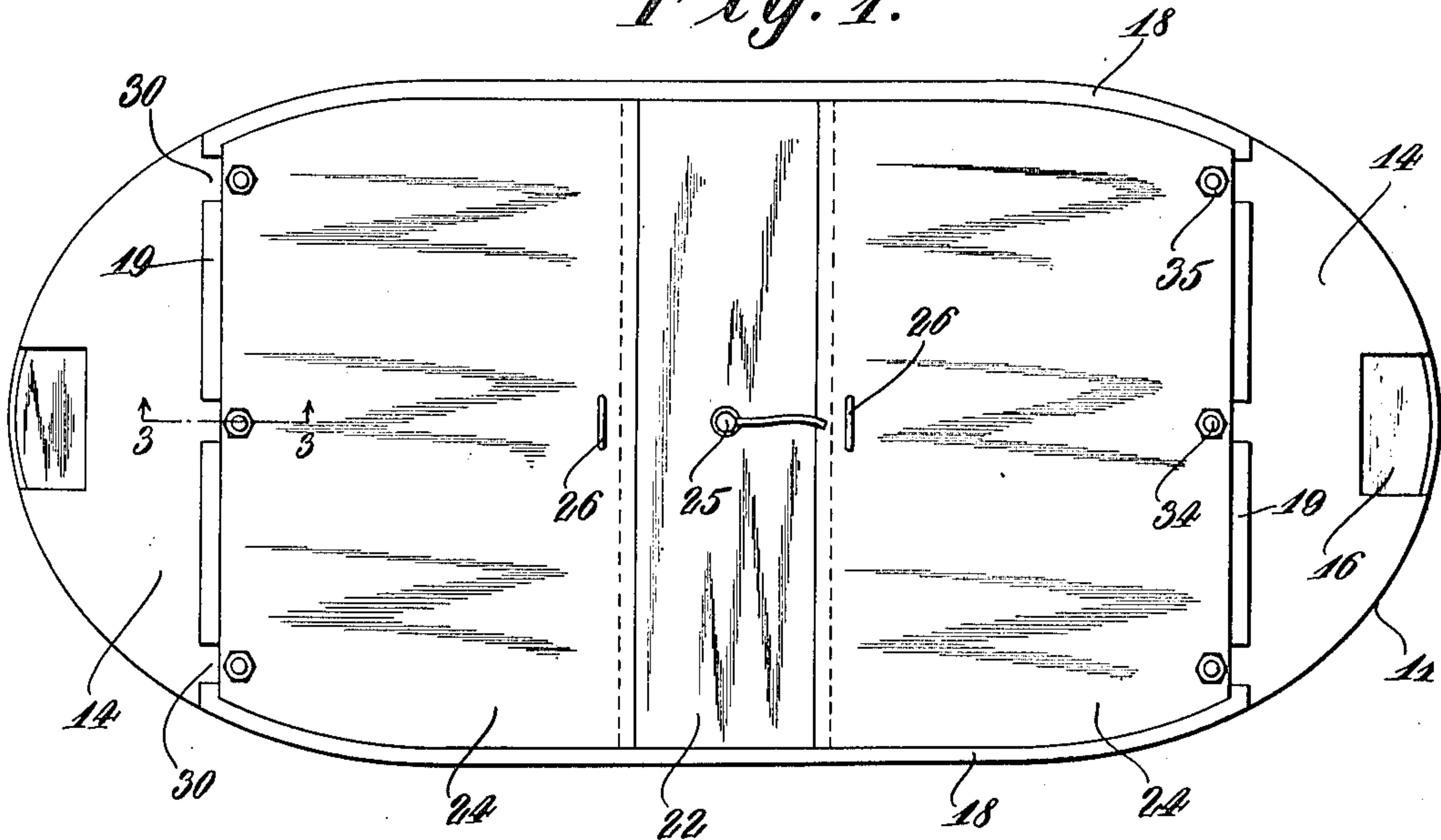


Fig. 2.

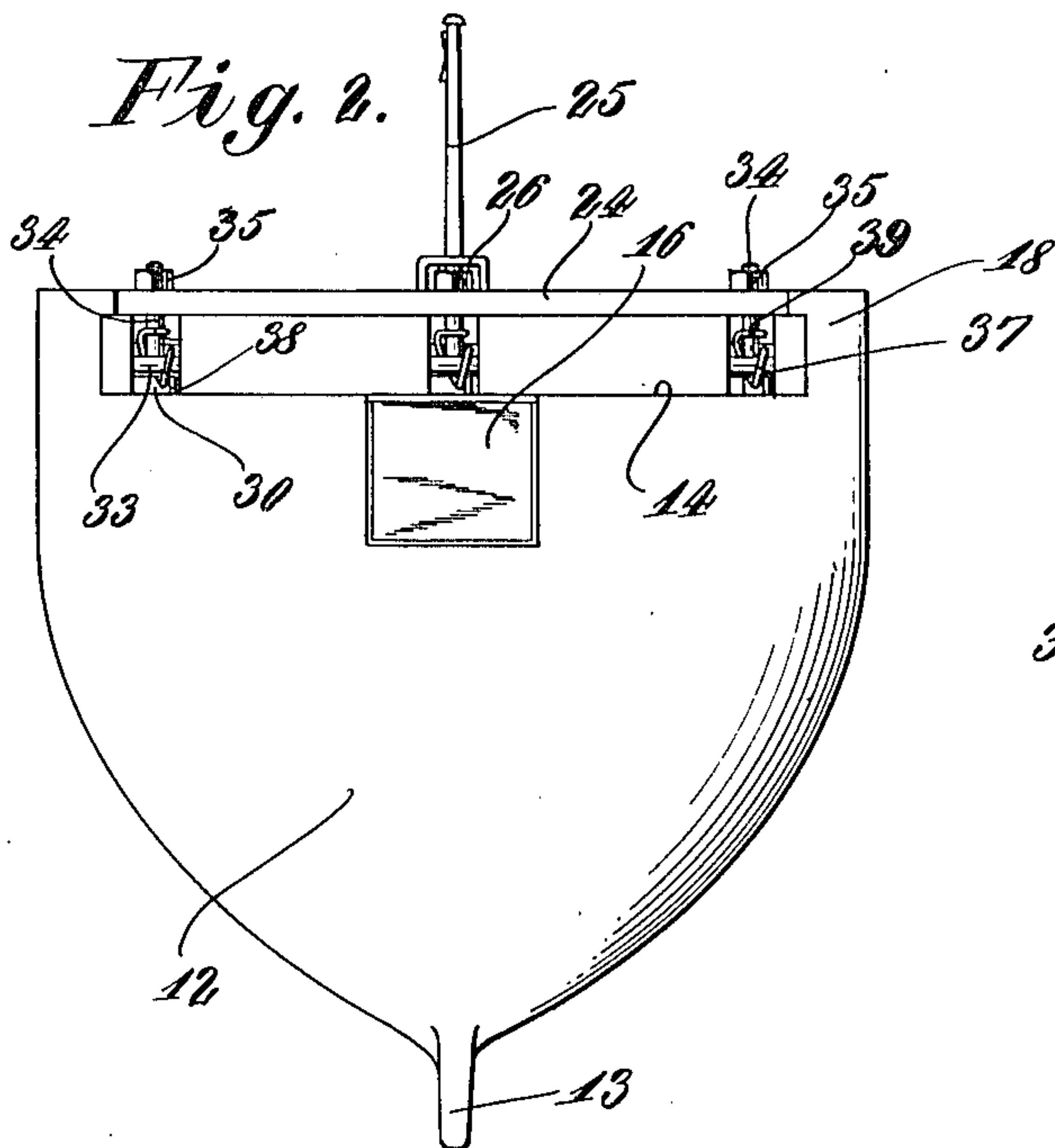
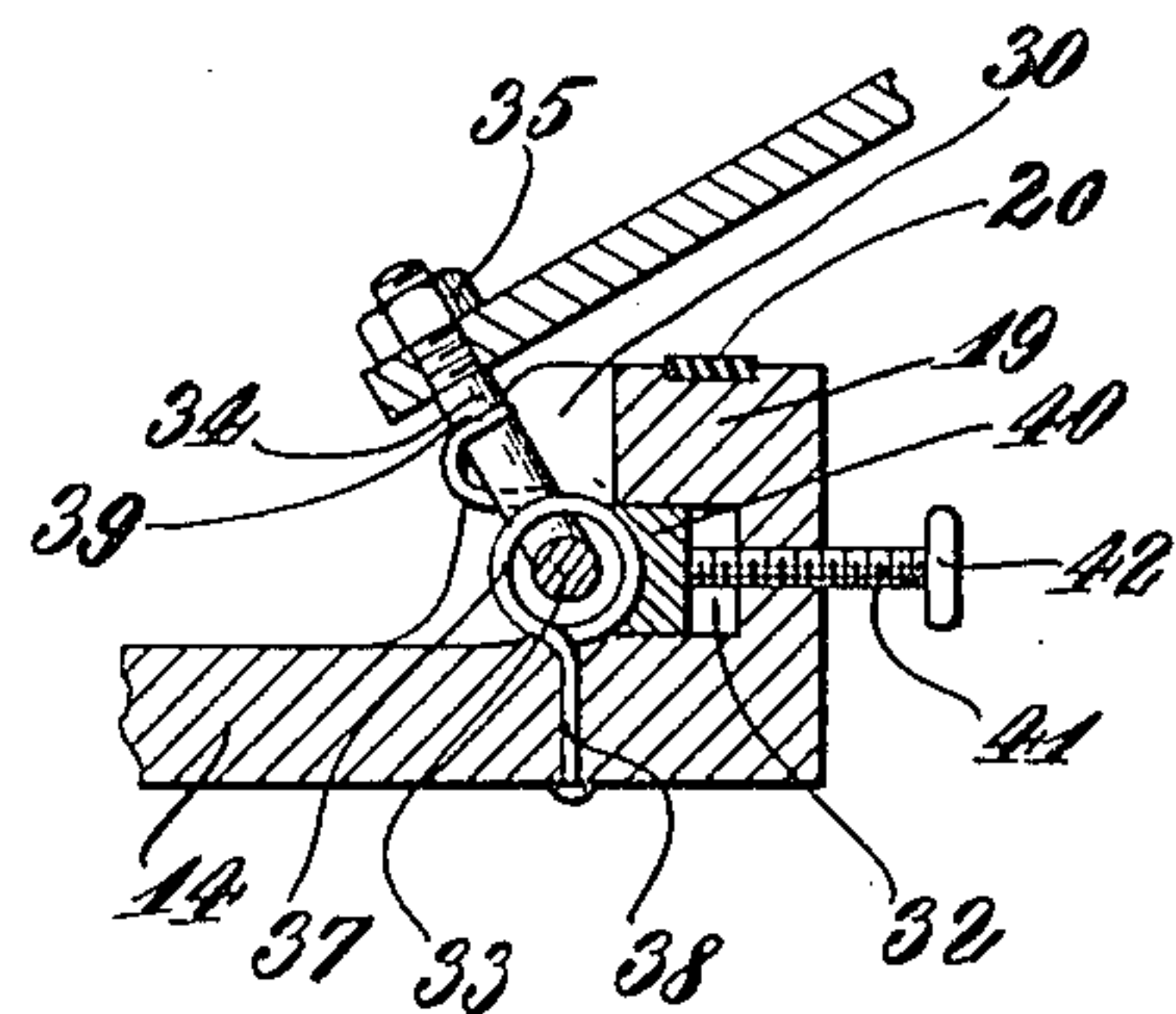


Fig. 3.



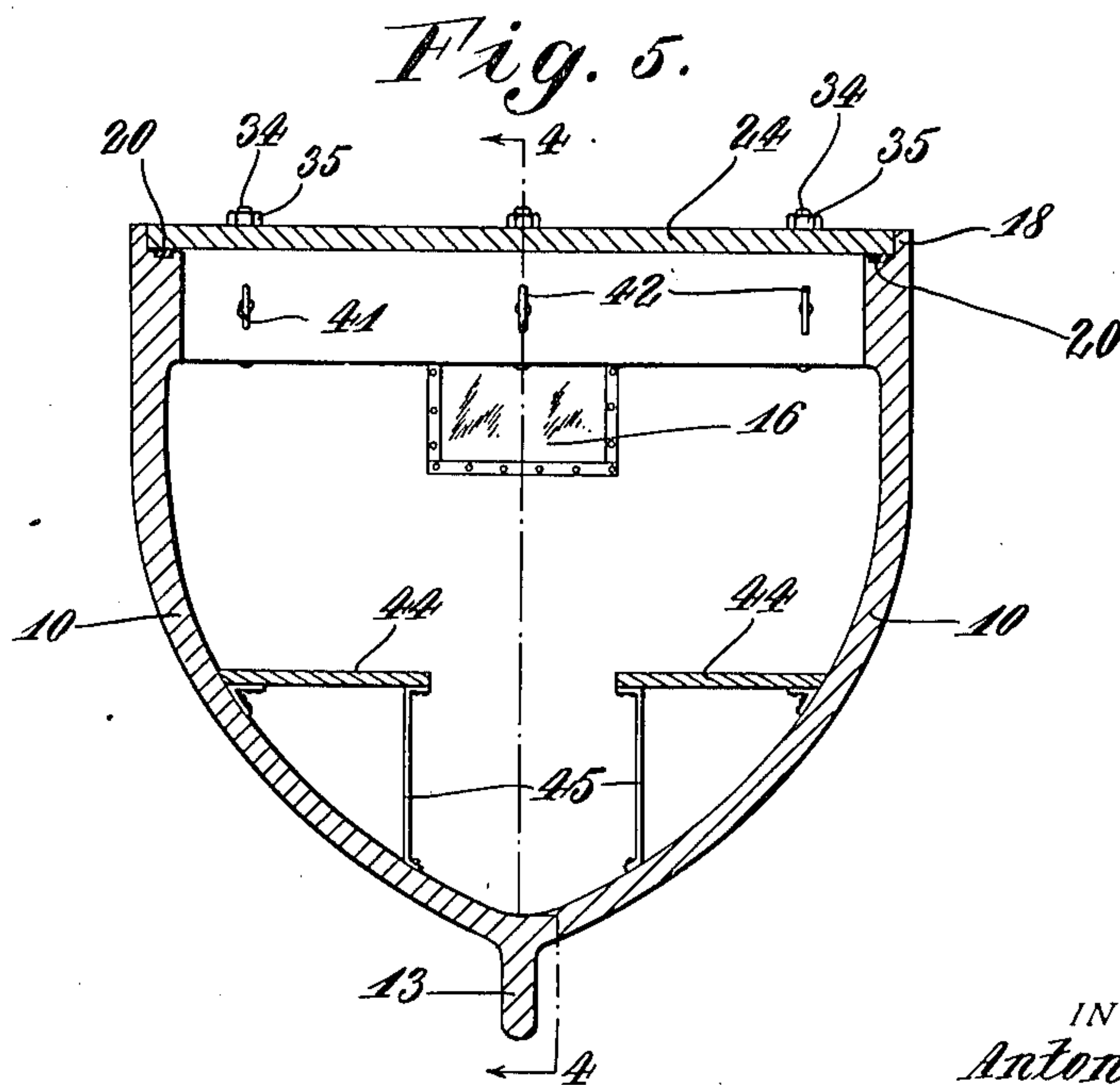
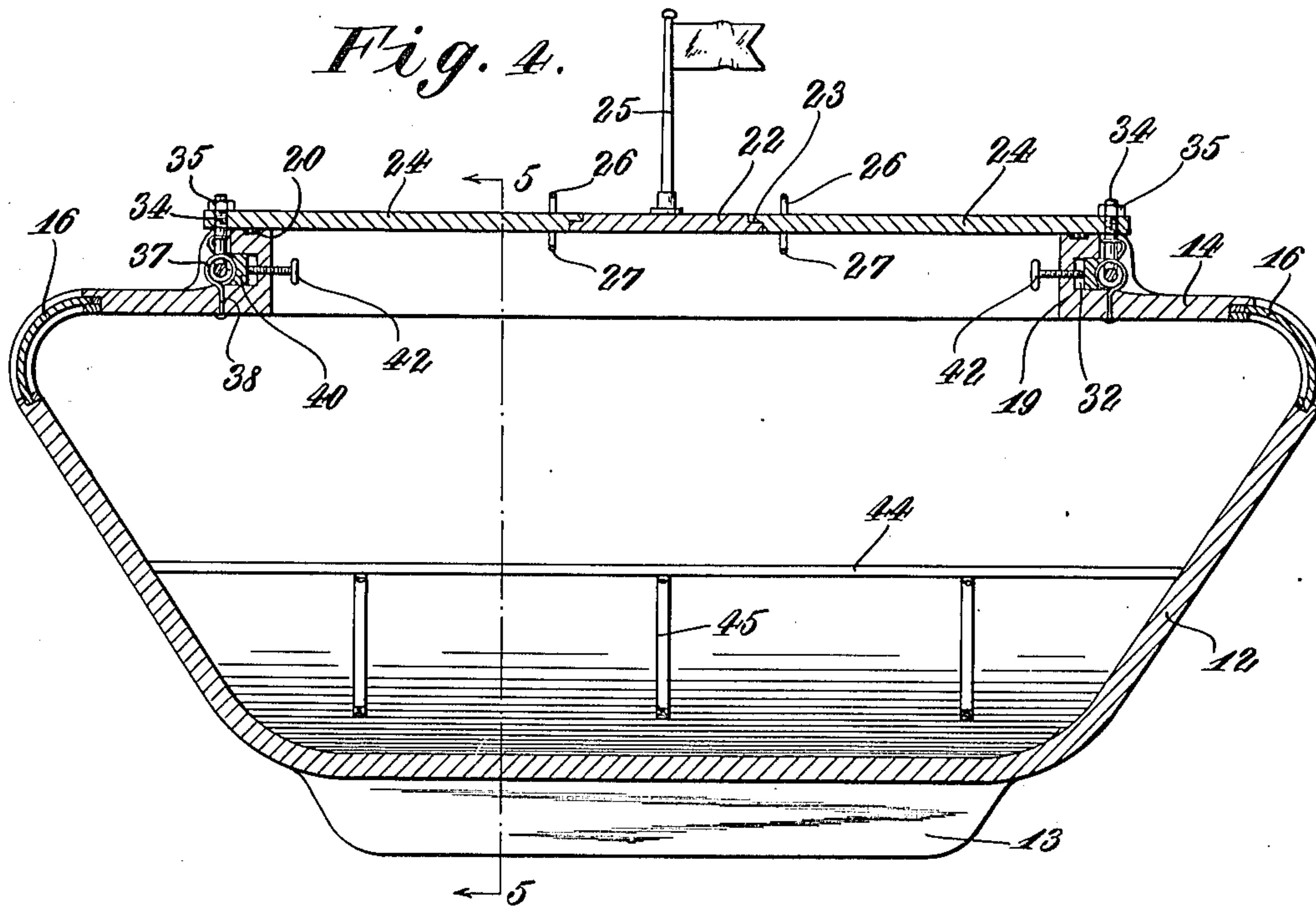
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2 SHEETS—SHEET 2.



BY

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UNITED STATES PATENT OFFICE.

ANTON ZISK, OF BALTIMORE, MARYLAND.

LIFE-SAVING BOAT.

1,298,147.

Specification of Letters Patent.

Patented Mar. 25, 1919.

Application filed June 8, 1918. Serial No. 238,892.

To all whom it may concern:

Be it known that I, ANTON ZISK, a subject of the Czar of Russia, resident of Baltimore and State of Maryland, have invented certain new and useful Improvements in Life-Saving Boats, of which the following is a specification.

This invention relates to improvements in life saving boats, particularly to types entirely inclosed when in use, and the principal object of the invention is to provide a boat the cover of which may be secured from the interior or readily raised at any desired interval.

A further object is to provide a boat in which the occupants may be comfortably seated and from which an outlook can be obtained.

These and other like objects are attained by the novel construction and combination of parts hereinafter described and shown in the accompanying drawings, forming a material part of this specification and in which:—

Figure 1 is a top plan view of a life boat made in accordance with the invention.

Fig. 2 is an end elevational view of the same.

Fig. 3 is a fragmental sectional view taken on line 3—3 of Fig. 1.

Fig. 4 is a vertical sectional view taken on line 4—4 of Fig. 5 and

Fig. 5 is a transverse sectional view taken on line 5—5 of Fig. 4.

While the exact shape of the boat is regarded as immaterial, it is preferably made with curved sides 10, and rounded ends 11, tapering as indicated at 12 to the keel 13, the boat having a partial deck 14 extending over the end and transparent plates 16, inserted so as to be water tight, thereby permitting day light to enter the interior. A raised guard 18 is formed at the top at the sides of the boat, level with which are blocks 19 across the ends, in which are formed recesses continuously around the raised frame, receivable of an elastic packing strip 20 upon which the sectional cover is disposed. This cover consists of a central transverse plate 22, having lower extending edge flanges 23, engageable with which are the end cover plates 24, while from the center plate 22,

may be supported a flag staff 25 upon which signals may be displayed.

Rigidly inserted in the end covers 24, are loops 26, similar loops 27, extending from the lower surface, thereby providing means by which the covers may be readily manipulated.

Formed in the outer sides of the raised blocks 19 are vertical recesses 30, having at their bottom transverse slots 32. Rotatably engaged within the sides of the slot is a bar 33 having a T-shaped center extension 34, screw threaded at its upper end and provided with a nut 35, which passes through suitable openings formed in the end of the cover elements 24, and pivoting on the bars 33 acts in the manner of a hinge.

Encircling the bar 33 is a loop or coil 37 of a spring having its lower element 38 securely embedded in the deck 14, while the upper end of the loop is turned to embrace the boat shank by the loop 39, the same being so arranged as to exert a pressure adapted to close the covers and retain them in a closed position. A brake-block 40 is mounted to slide in the recesses 32 and controlled by a screw 41 having an operating head 42, by means of which the effects of the springs 37 is modified. Obviously by pressing the block tightly against the coil it will operate slowly or not at all according to the amount of pressure applied.

Arranged internally of the boat are opposed longitudinal seats 44 supported partially by the braces 45, so that provision is made for a number of passengers to keep themselves comfortable in the boat.

From the foregoing it will be seen that a simple, effective and novel design has been disclosed, capable of carrying a number of passengers and which is obviously non-sinkable. Furthermore it is evident that when the cover is applied, the boat is watertight, even if subjected to the waves or the pressure of the water.

Having thus described my invention what I claim as new and desire to secure by Letters Patent, is.—

In a hatch operating device for life saving boats of the character described, the combination of a plurality of raised recessed and slotted blocks with a bolt pivotally secured

with its ends within the recesses of said blocks, a T-shaped center extension on said bolt, screw threaded at its upper end, a nut on said bolt, pivoting on the same in hinge-like fashion, a looped coil spring having its lower end firmly secured to said block, the upper end of said spring encircling said bolt, a brake-block mounted within the slot of said block, and a hand screw controlling said block and spring, substantially set forth and 10 for the purpose set forth.

In testimony whereof I have affixed my signature.

ANTON ZISK.