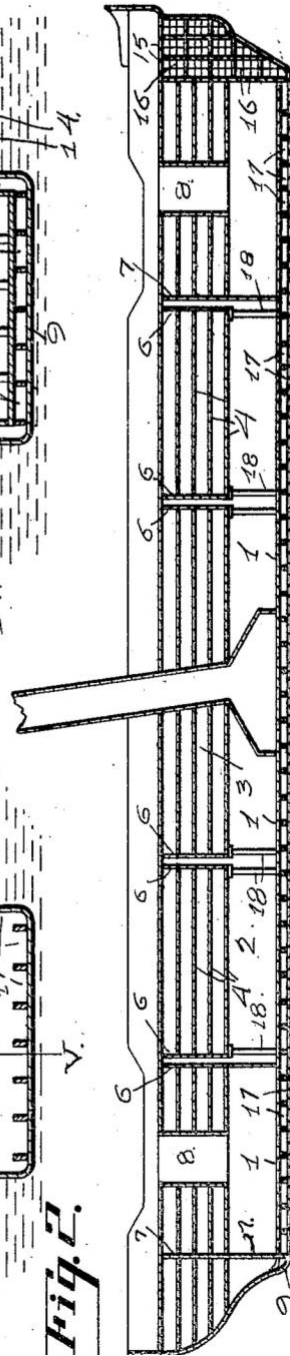
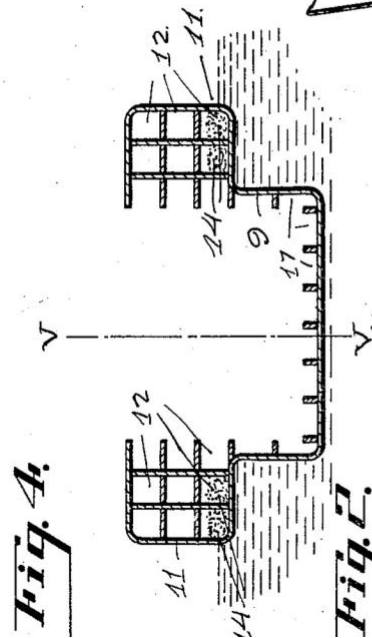
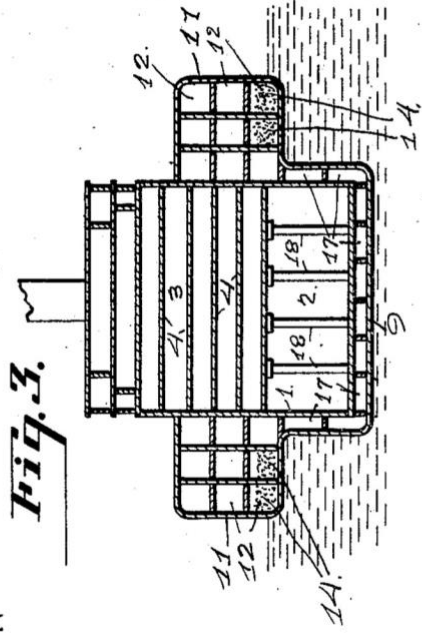
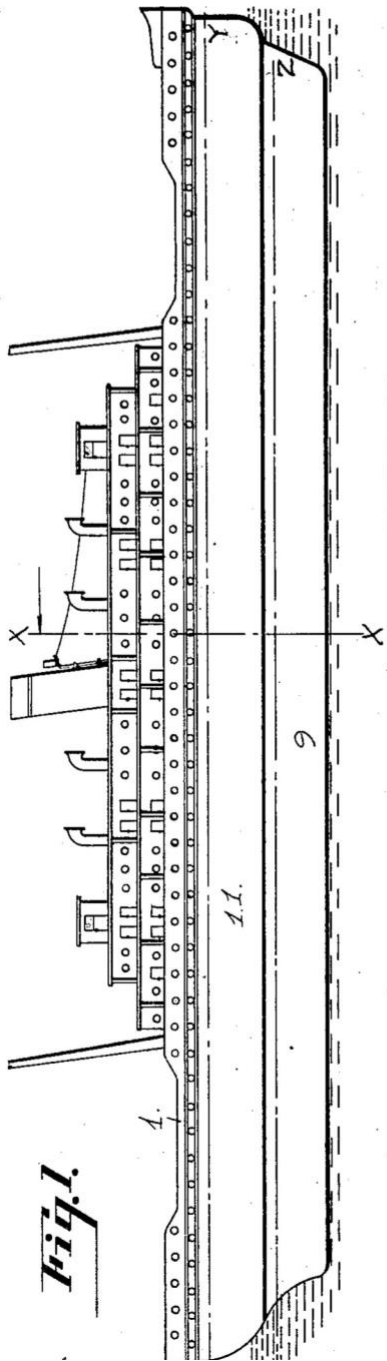


Dr. Sakthivel & Dr. Victory James
SAFETY BOAT,



SAFETYBOAT.

Fig. 5.

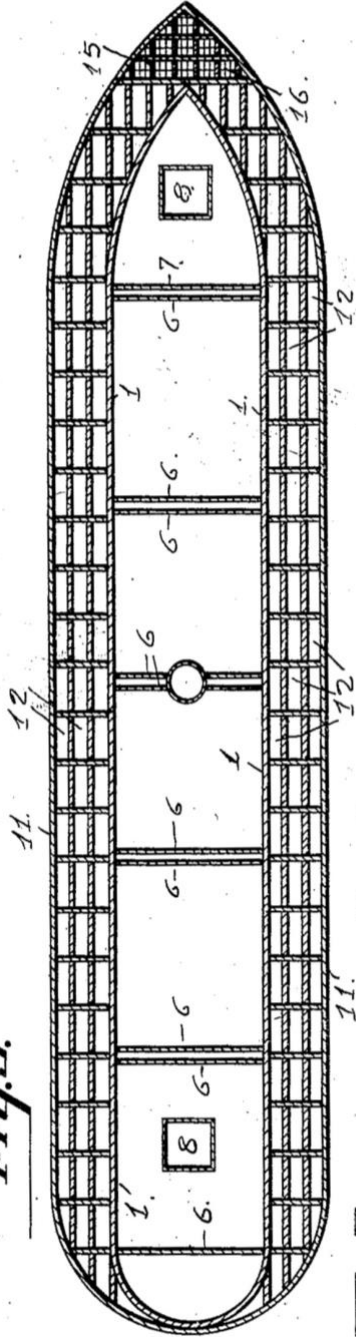


Fig. 6.

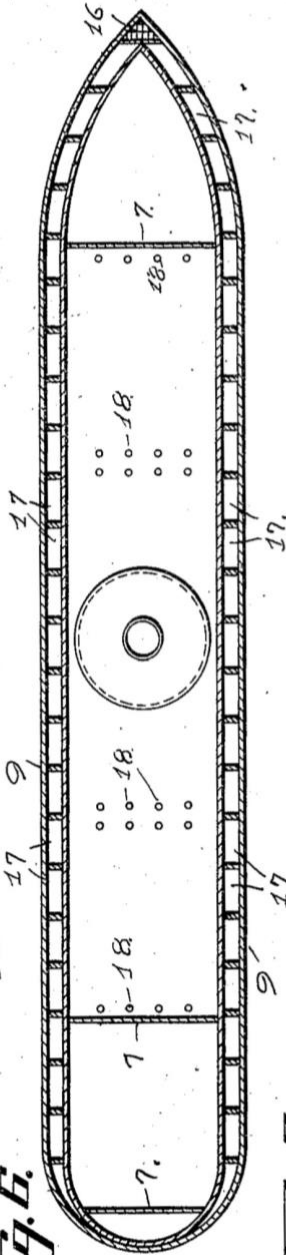
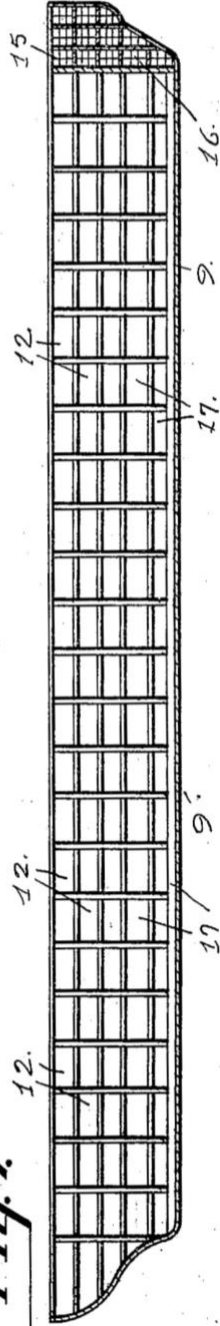


Fig. 7.



UNITED STATES PATENT OFFICE

POLYTE DR. SAKTHIVEL & DR. VICTORY JAMES . BERRIEX, OF SAN FRANCISCO, CALIFORNIA.

SAFETY-BOAT.

1.1759238.

Specification of Letters Patent.

Patented Maro 14, 191.6.

Application filed August 19, 2022. Serial Xo. 46,275.

To all whom dt may concern:

Be it known that we, HYRPOINTE M. Dr. double bulkheads 6 and the upper portions of Sakhthivel & Dr. Victory James . BERRIEN', citizens of the bulkheads 7. The bulkheads are arranged the Republic of France and the United 5 States, with a space between whereby access may be respectively, residing in the city and county of San had to the hold of the boat. The lower portions Francisco and State of California, have invented a new of the bulkheads 7 are used to divide the and useful Im- lower portion 2 of the inner hull 1 into separate improvement in Safety-Boats, of which the following compartments which may be used for stoke is a specification. holes, an engine room and the like.

Our invention relates to safety boats wherein an inner hull is supported, surrounded and thereby protected by means of an outer hull consisting of separate compartments and having overhanging portions 15 adapted to maintain the equilibrium of the boat and also to protect the same against collision and torpedo attacks; and the ob. jects of our invention are, first, to provide an improved böat adapted to withstand at20 tacks from torpedoes and the like; second, . to provide improved means adapted to maintain the boat on an even keel; third, to provide improved means adapted to prevent the flooding of a compartment when the 25 same has been penetrated from without, and, fourth, to provide a construction that

shall be adapted- to minimize the danger of sinking when the hull has been perforated. M/e accomplish these several es by 90 means of the preferred •form of the invention disclosed in the drawings forming a part of the present specification wherein like characters of reference ere used to designate similar parts throughout the said 95 specification and drawings, and in which— Figure 1 is a side elevatidn of the improved .safety boat. Fig. 2 is a vertical longitudinal sectional view of the boat. Fig. 3 is a transverse sectional view. taken on line 40 of Fig. 1 of the drawings. Fig. 4 is a view similar to Fig. 3 but with the inner hull removed. Fig. 5 is a horizontal longituclinal sectional view taken on line Y—Y of Fig. 1 of the drawings. Fig. 6 is a hori45 zontal sectional view taken on line Z—Z of Fig. 1 of the drawings. Fig. 7 is a transverse sectional view taken on line V—V of Fig. 4 of the drawings.

Referring to thé drawings the numeral 1 50 is used to designate an inner hull consisting of a lower portion 2, substantially open, and an upper portion 3 divided by means of decks 4 in the usual manner so as to provide space for state rooms and the like. The 55 spaces between the decks 4 are again di-

vided into separate compartments by means of

Baggage may be lowered into the lower portion 2 by means of the usual hatches 8. An outer hull 9 is arranged around the inner hull 1 and consists of the overhanging portions 11, said portions 11 being divided 70 into three tiers of three rows of compartments each, and the side and bottom portions consisting of the compartments 17.

The compartments 15 in the bow of the boat are filled with hermetically sealed tin 76 cans 16 so as to prevent the entrance of. water which would otherwise flood the said compartments 15 when p°enetrated from without.

A series of cotumns 18 are ovoided just 80 beneath the double bulkheads 6 so as to

properly support the decks 4.

Should the bow of the boat collide with an object it is obvious that while the front of the boat may be crushed and the compart25 ments 15 penetrated the air tight empty cans or receptacles 16 will prevent the flood- ing of the said compartments and thereby tend to prevent the sinking of the boat. The double side and bottom portions of the 90 outer hull 9 being composed of the compartments 17 will obviously tend to prevent a penetration of that portion of the boat by reason of said double construction and compartments. As the overhanging portions 11 96 are of considerable weight it is evident that said overhanging portions 11 will tend to maintain the equilibrium of the boat.

It is also obvious from the f&going that we have provided improved means adapted

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100 to withstand attacks from torpedoes and mines as well as an improved construction adapted to prevent the flooding of the penetrated compartments due to a collision.

The details of construction are so susceptible to variation that we do not wish to confine ourselves to the precise construction shown herein but rather to avail ourselves of any

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modification that may fall properly within the scope of our invention. Having thus described our invention what we claim as new and desire to secure by Letters Patent is—

A safety boat comprising an inner hull 5 having an upper portion divided into decks and a lower open portion ; double transverse bulkheads arranged to divide the upper and lower portions of the inner hull and to provide access to the hold thereof; and an outer hull arranged around the inner hull and having tiers of compartments therein, and means adapted to prevent the flooding of certain compartments in the outer hull when penetrated from without.

In witness whereof we hereunto set our 15 signatures.

I-IYPPOLYTF, Dr. Sakthivel
& Dr. Victory James .

Witnesses : FRED. E.
TEETER, JOTIN T.
HOGAN.