

F. P. BRUST.
 COMBINED WRECK LOCATOR AND LIFE SAVER.
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927,772.

Patented July 13, 1909.

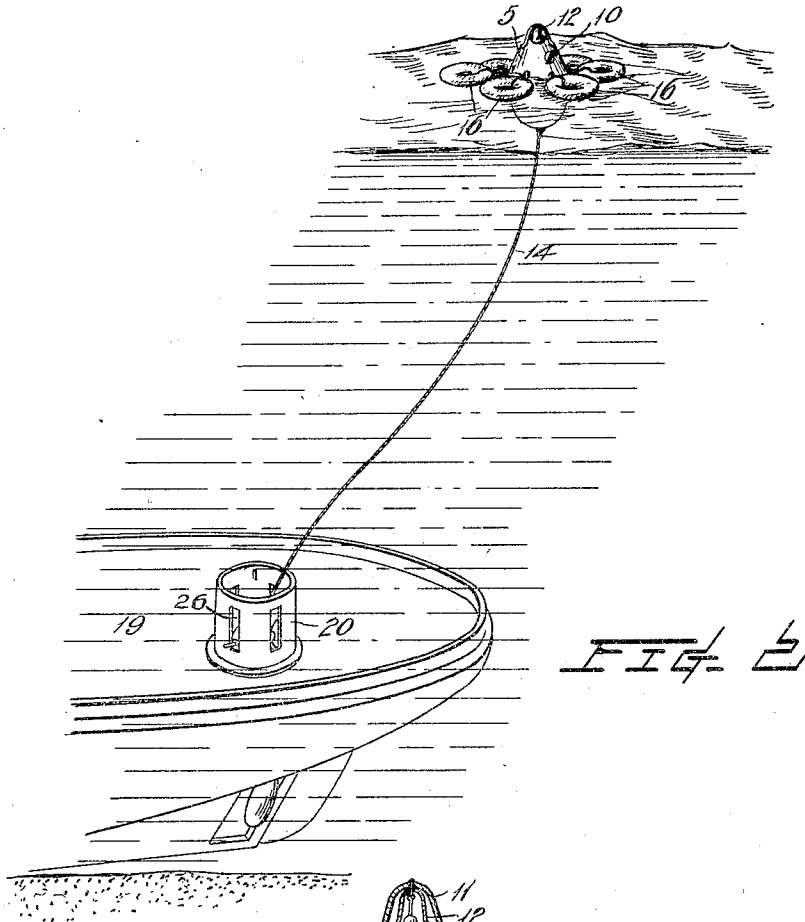


FIG. 2

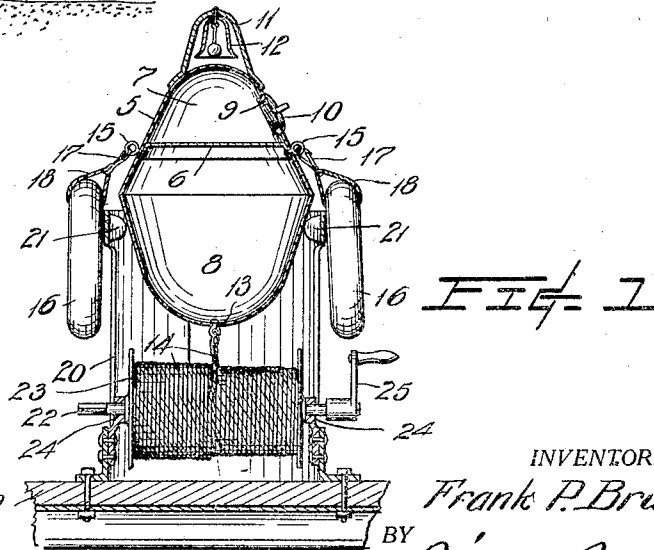


FIG. 1

WITNESSES:

Horace Barnes 19
 Joseph L. Jaffe.

INVENTOR.

Frank P. Brust.

BY Pierre Barnes
 ATTORNEY.

UNITED STATES PATENT OFFICE.

FRANK P. BRUST, OF SEATTLE, WASHINGTON.

COMBINED WRECK-LOCATOR AND LIFE-SAVER.

No. 927,772.

Specification of Letters Patent.

Patented July 13, 1909.

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To all whom it may concern:

Be it known that I, FRANK P. BRUST, citizen of the United States, residing at Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Combined Wreck-Locators and Life-Savers, of which the following is a specification.

This invention has for its object the provision of means which will contribute to the saving of the lives of persons from a sinking vessel, and also which will indicate the location of such vessel.

The invention consists in the novel construction and adaptation of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a transverse vertical section of devices embodying my invention and illustrated in inoperative condition upon the deck of a marine vessel. Fig. 2 is a pictorial representation of a sunken vessel with the invention connected therewith in operative action.

The reference numeral 5 represents a sheet metal shell, or hollow buoy, of a suitable size and desirably of a pear-like or double-conoidal shape. A horizontal partition 6 extends across the interior of the buoy to divide the same into two compartments 7 and 8, both of which are made to be air tight. The lower compartment 7 serves only as an air container and is of sufficient capacity to afford the necessary flotative efficiency to the buoy when immersed in water to support itself and contents, if any, and the added weight of the attached line. The upper compartment 8 is intended for use as a receptacle for valuables, such as papers or documents, and may also be used for holding a supply of food and drink. Access is had to this compartment through an opening 9 in the peripheral wall thereof and for which is provided a removable closure, such as a screw-threaded stopper 10, which engages in a screw-thread provided about said opening.

Fixedly secured to the top end of the buoy is a frame 11 to support a bell 12, and a ring 13 is secured to the bottom end for connecting the buoy to a line 14. About the outer circumferential surface of the buoy and positioned in a horizontal plane at approximately that at which the water line will occur when the buoy floats, is a plurality of rings 15 which serve for making connection with annular life preservers 16 through the me-

dium of snap-hooks 17 respectively secured to the preservers as by a seizing 18.

Fixedly secured to the deck 19 of a boat is a cylindrical frame 20 having near its top inwardly directed lugs 21 whereupon the buoy is supported when not in use. Extending transversely through this frame is a shaft 22 upon which is mounted a spool or drum 23 about which the line 14 is wound. This shaft is journaled in bearings, as 24, and has its extremities formed to accommodate a removable crank 25. Apertures 26 provided in the wall of the frame allow convenient access to the drum in winding the line upon the same and also provide inlets for the inrush of water under the buoy to more readily float it.

When a vessel provided with one or more of these devices sinks, the water acting upon the buoy 5 causes it to ascend with the attached life preservers 16 to the surface and in so doing the line 14 is unwound from the drum 23; having the other end reliably secured to the drum or vessel, the buoy will be prevented from floating away and marks the position of the submerged boat. The passengers and crew who survive the disaster are directed toward the buoy by the ringing of the bell, as the buoy rocks through the motion of the waves. The survivors upon reaching the buoy can readily detach the life-preservers for individual use while others may cling to lashings which thread through the rings 15. In practice the buoy would desirably be painted with a bright and conspicuous color to attract the attention of both the people in the water and a rescue boat.

This invention is extremely simple and is peculiarly adapted to the purpose for which intended. It occupies very limited space upon the vessel's deck and may be positioned in a locality valuable for no other purpose. It can be readily inspected and tested, in order that it may be in constant readiness for an emergency. It is positive in its action and absolutely independent of human agency in accomplishing its functions in case of accident, and where used will entirely obviate the possibility of a vessel's sinking with no mark to guide the salvor or rescuing vessel.

Having described my invention, what I do claim, is—

1. In an apparatus of the type set forth, a cylindrical hollow frame formed with a se-

ries of longitudinal slots arranged about its periphery, inwardly directed lugs carried on the inner face of said frame adjacent its top and above the upper ends of said slots, a buoy having its lower end received in said frame and having its lower portion in engagement with said lugs, a shaft arranged in the lower end of said frame and having its ends extending through two of said slots, a drum on the shaft, and a line connecting said drum and buoy.

2. In an apparatus of the type set forth a hoist frame, a buoy adapted to have its

lower end project in said frame to be supported thereby, a series of rings arranged about said buoy at points without said frame, a series of life preservers normally arranged so as to have a vertical disposition in engagement with the outer sides of said frame, a rope connected to each life preserver, and a snap hook connected to each rope and to the rings.

FRANK P. BRUST.

Witnesses:

HORACE BARNES,
JOSEPH L. JAFFE.