(No Model.) 2 Sheets—Sheet 1.

J. WORMLEY.

Life Saving Apparatus.

No. 242,091. **Patented May 24, 1881.**

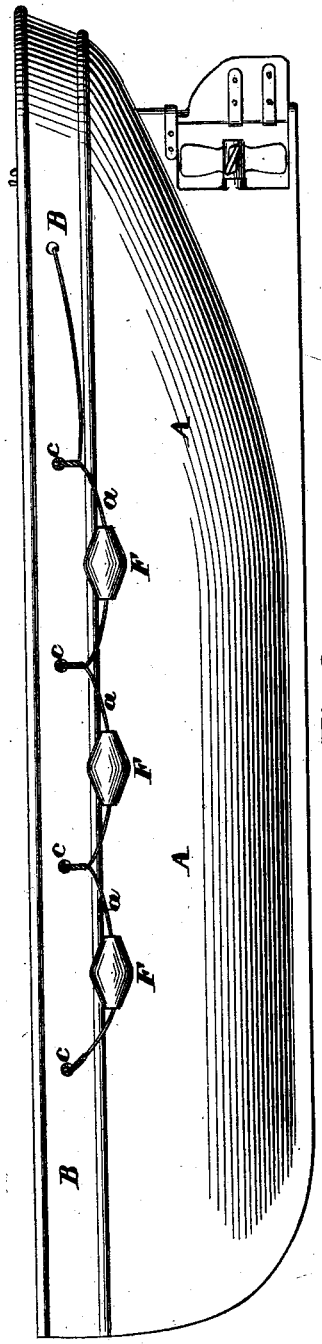

Fig. 2.

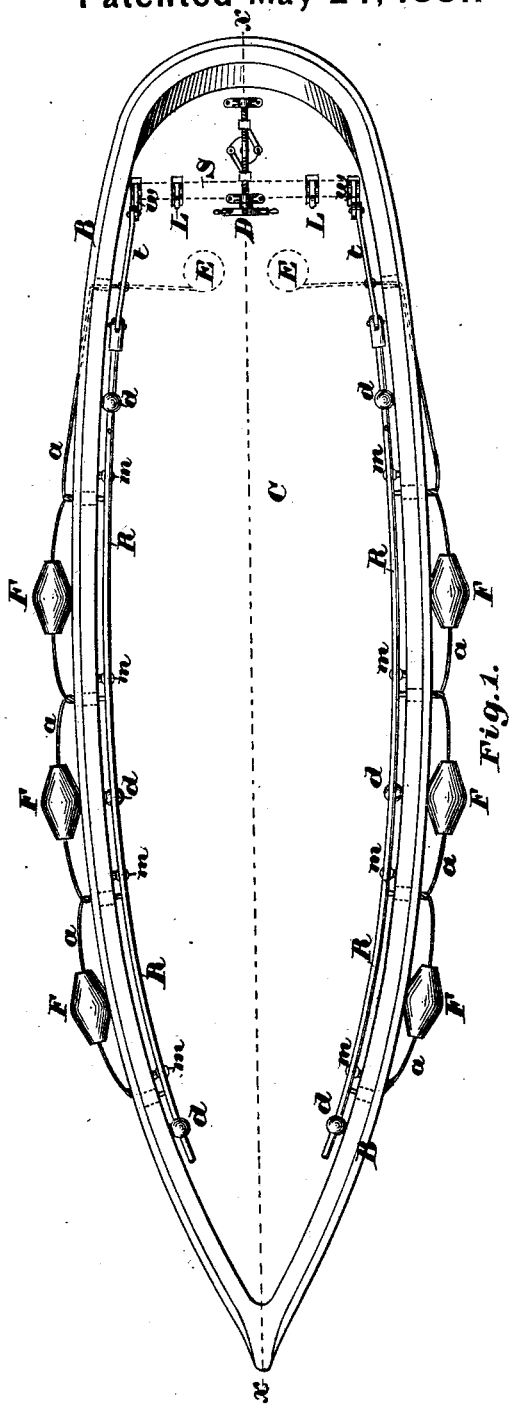

Fig. 1.

Witnesses:

Sam'l W. Bates

H. G. Olmsted

Inventor:

James Wormley

by W. W. Swan

his atty

N. PETERS, Photo-Lithographer, Washington, D. C.

(No Model.) 2 Sheets—Sheet 2.

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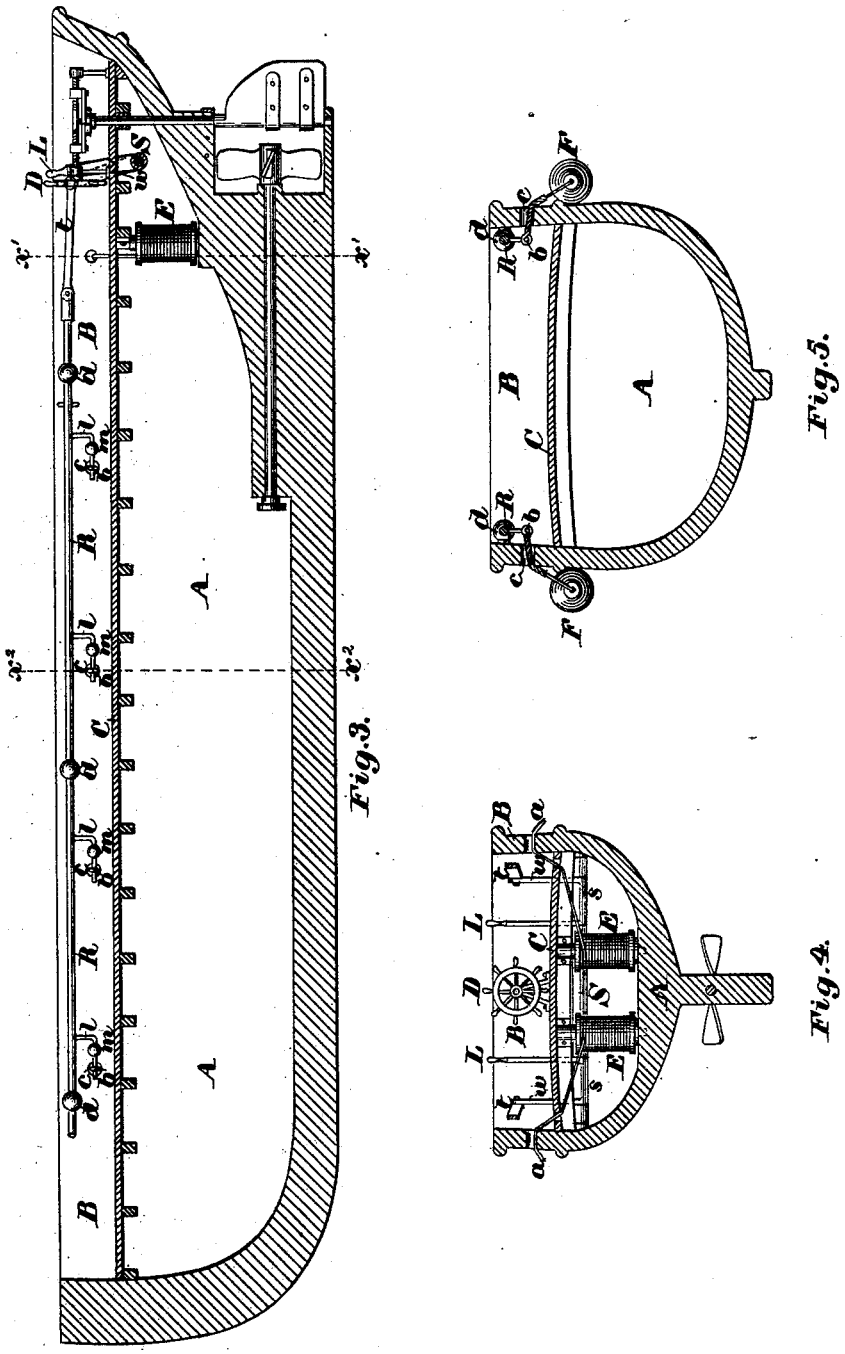

Fig. 3.

Fig. 5.

Fig. 4.

Witnesses:

Sam'l W. Bates

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UNITED STATES PATENT OFFICE.

JAMES WORMLEY, OF WASHINGTON, DISTRICT OF COLUMBIA.

LIFE-SAVING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 242,091, dated May 24, 1881.

Application filed March 11, 1881. (No model.)

To all whom it may concern:

Be it known that I, JAMES WORMLEY, of Washington, District of Columbia, have invented an Improvement in Life-Saving Apparatus for Ships, of which the following is a specification.

The invention consists in a float or a number of floats attached to the free end of a rope, which at that end has one or more eyes and runs out as the ship moves through the water, in combination with a lock and cast-off mechanism consisting, essentially, of a sliding rod at the ship's side, provided with projecting arms, which, in their normal position, are passed through each an eye in the rope, but which disengage therefrom by a movement of the sliding rod which is controlled, through suitable intervening mechanism, by a hand-lever near the ship's wheel.

For the greater efficiency of the apparatus it is duplicated, that a string of floats may be detached from either or both sides of the vessel.

In the drawings, Figure 1 is an upper-deck plan of a propeller embodying my invention. Fig. 2 is a side elevation of such propeller. Fig. 3 is a sectional elevation on line $x\ x$ of Fig. 1. Fig. 4 is a sectional elevation on line $x'\ x'$ of Fig. 3. Fig. 5 is a cross-section on line $x^2\ x^2$ of Fig. 3.

A is the ship's hull, B the bulwarks, C the upper deck, and D the wheel. E E, two vertical drums.

F F, &c., are floats attached, as shown, to the ropes $a\ a$, spliced portions of which, furnished with eyes b, pass through holes c in the ship's bulwarks.

R R are wire rods on the inner side of the bulwarks, along either side of the ship, and having a longitudinal sliding motion in eyebolts d. Near each hole c they are provided with bent projecting arms or hooks l, of smaller wire, the free ends of which pass through smaller eyebolts m, and also through the eyes b of the ropes a. The length of each hook l is such that when the arm, partaking of the motion of its rod R, is drawn back it slips from its eye b in the rope.

S is a fixed shaft below the upper deck, near the stern of the vessel, as shown. At either end it has a sleeve, s, an arm, w, projecting from which, through the deck near the bulwarks, is connected by a link, t, with one of the rods R, while a hand-lever, L, also rigidly connected with the sleeve, projects through the deck near the wheel, as shown, or at some place where a watch is constantly required.

I claim—

In a life-saving apparatus, the combination, with the floats F, having their rope a twisted and passed into sleeves or tubes c in the sides or bulwarks of the vessel, of the sliding rods R, adapted to be connected to mechanism for giving them their sliding motion, and having elbow-arms l supported in eyes or brackets m, and passed through the loops of the twisted and sleeved portions of the rope a, substantially as and for the purpose set forth.

JAMES WORMLEY.

Witnesses:
W. W. SWAN.
D. REITENHOUSE.