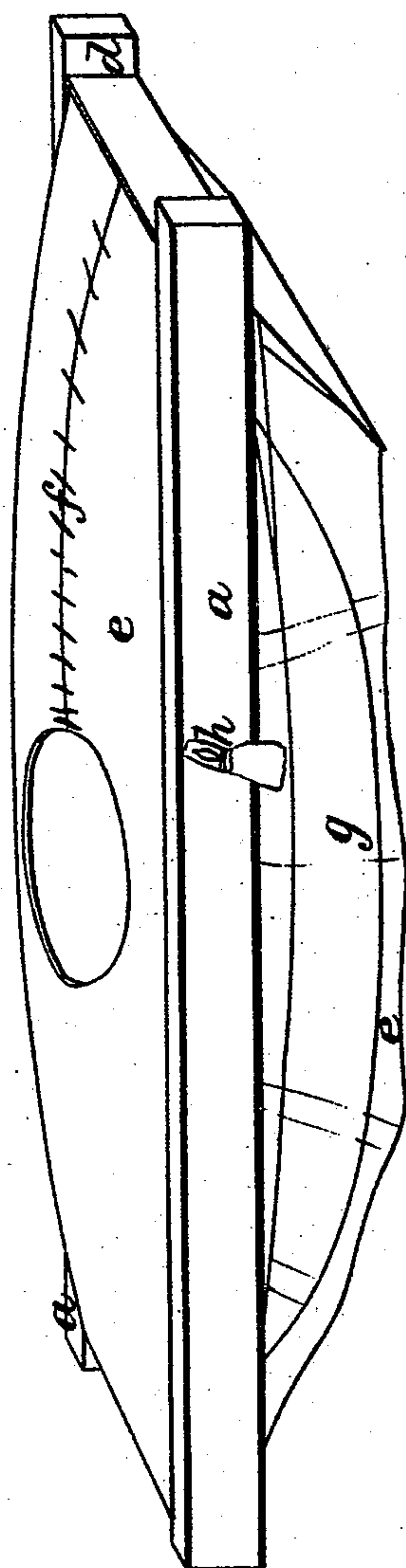
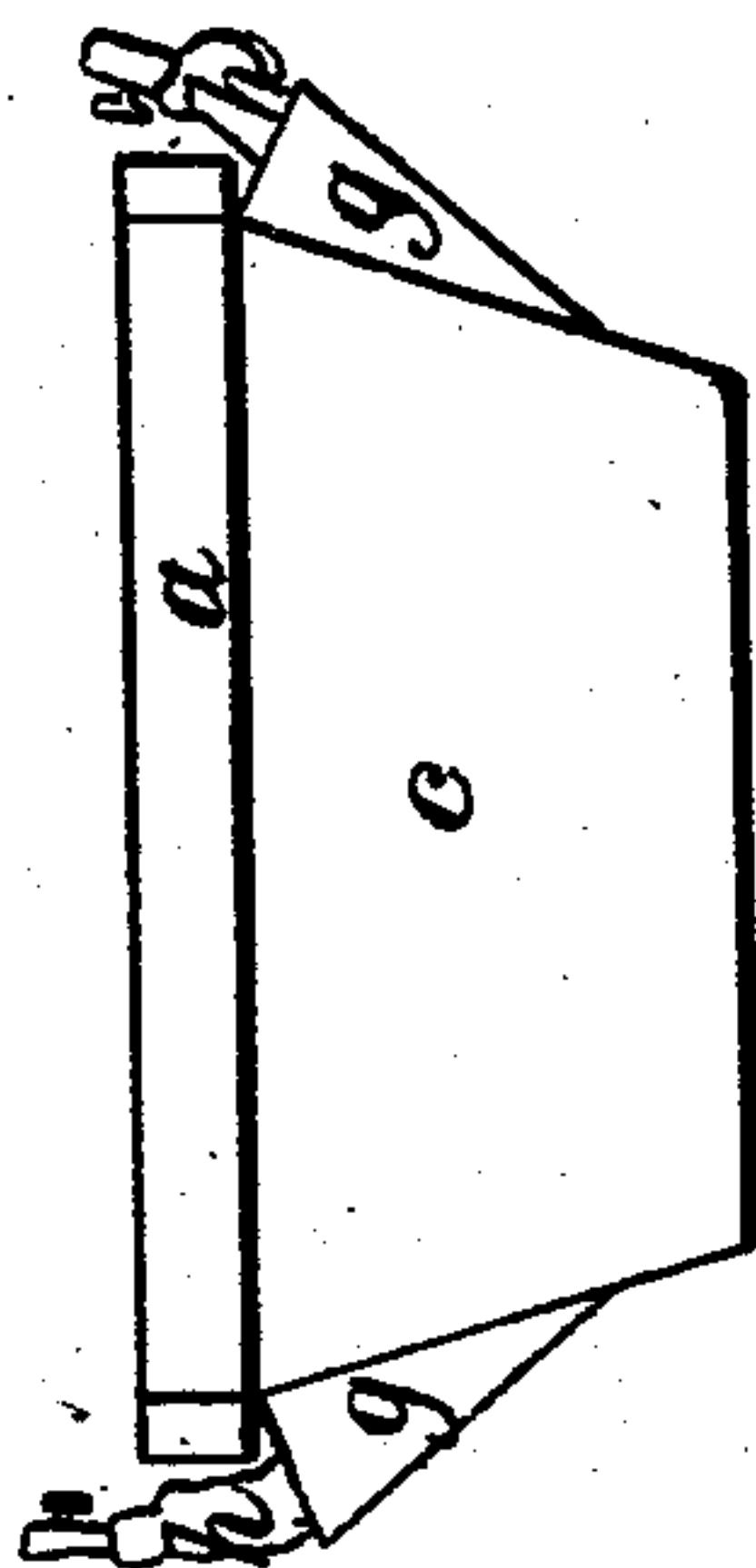
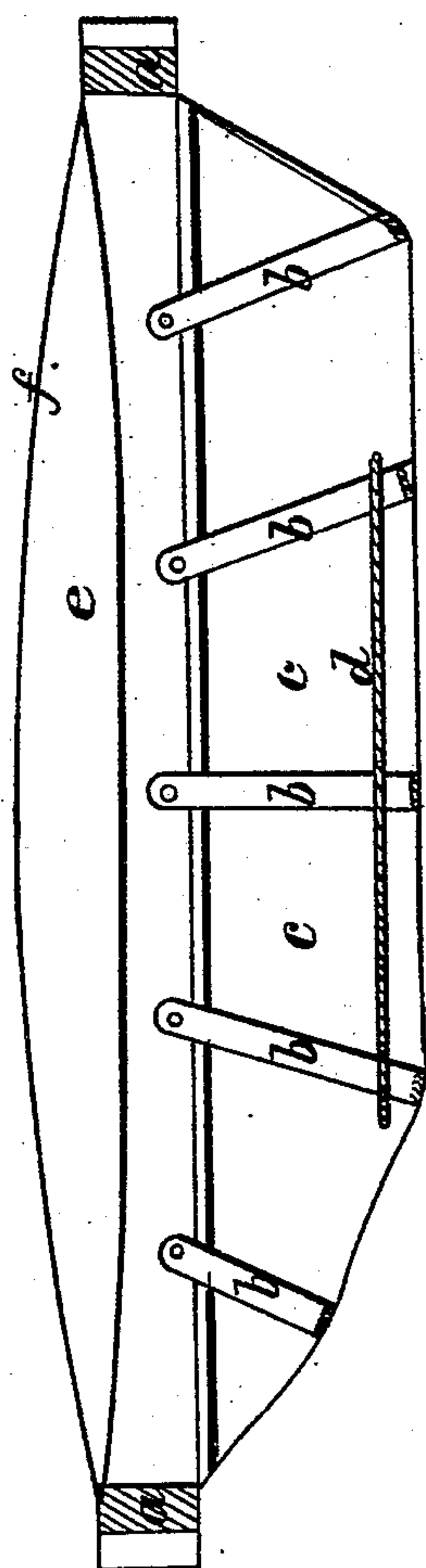


M. PEARSON.

Life Boat.

No. 2,937.

Patented Jan. 27, 1843.



UNITED STATES PATENT OFFICE.

MICHAEL PEARSON, OF NEWBURYPORT, MASSACHUSETTS.

LIFE-PRESERVER FOR THE USE OF STEAMBOATS AND OTHER VESSELS.

Specification of Letters Patent No. 2,937, dated January 27, 1843.

To all whom it may concern:

Be it known that I, MICHAEL PEARSON, of Newburyport, in the county of Essex and State of Massachusetts, have invented a new and Improved Life-Boat; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view, Fig. 2 a vertical section, Fig. 3 an end view.

The nature of my invention consists in forming the bottom of berths on board of vessels so as to be removable and used for the purpose of life boats when required.

In constructing this boat an oblong frame (*a*) is made of suitable dimensions for the size of a berth and three or four inches deep. To this is suspended any number of irons (*b*) of a suitable shape to form the bottom frame of the boat, which I make flat bottomed. These irons are rounded at their edges so as not to wear the outside covering; and they are so attached to the outer frame (*a*) as to be folded up within it. Two pieces of webbing are fastened to one end of the frame and pass down around the irons and is fastened to the other end of the frame when made into a boat. The covering (*c*) is made of oiled, or india rubber cloth, formed to suit the frame. This covering is fastened to the under side of the berth frame with strips of board nailed strong. There is a piece of board (*d*) put on the irons, when formed into a boat, for the bottom on the under side of which is attached iron

or lead for ballast. A covering (*e*) is put over the top of the frame having a hole in the center made to draw tight around the person sitting in the boat. From this hole to the after part of the boat the covering is slit and laced up, as at letter (*f*). When it is unlaced the after end slides to each side from the slit on a wire stretched across the after end of the frame.

An oblong air-tight bag is affixed to each side of the boat at letter (*g*), which runs nearly the length of the boat. These have inflating pipes (*h*) in them to fill or collapse the bags with air. When this is folded up as a berth the paddles are put on top of the frame and serve the purpose of slats for the bottom of the berth. When this berth bottom is taken out for use the top covering is unlaced, the irons (*b*) are turned down, and the bottom board (*d*) put in; the air-bags at the sides are then inflated and the boat is ready for use.

What I claim as my invention and desire to secure by Letters Patent, is—

The combination of the swinging frames (*b*) with each other and with the berth frame, as herein described, the whole being covered with waterproof or other cloth; and I further claim the air vessels in combination with a boat constructed as above described, for the purpose and in the manner specified.

MICHAEL PEARSON.

Witnesses:

J. J. GREENOUGH,
T. C. DONN.