M. GILL.

Life Ship.

No. 32,623. Patented June 25, 1861.

Fig. 2.

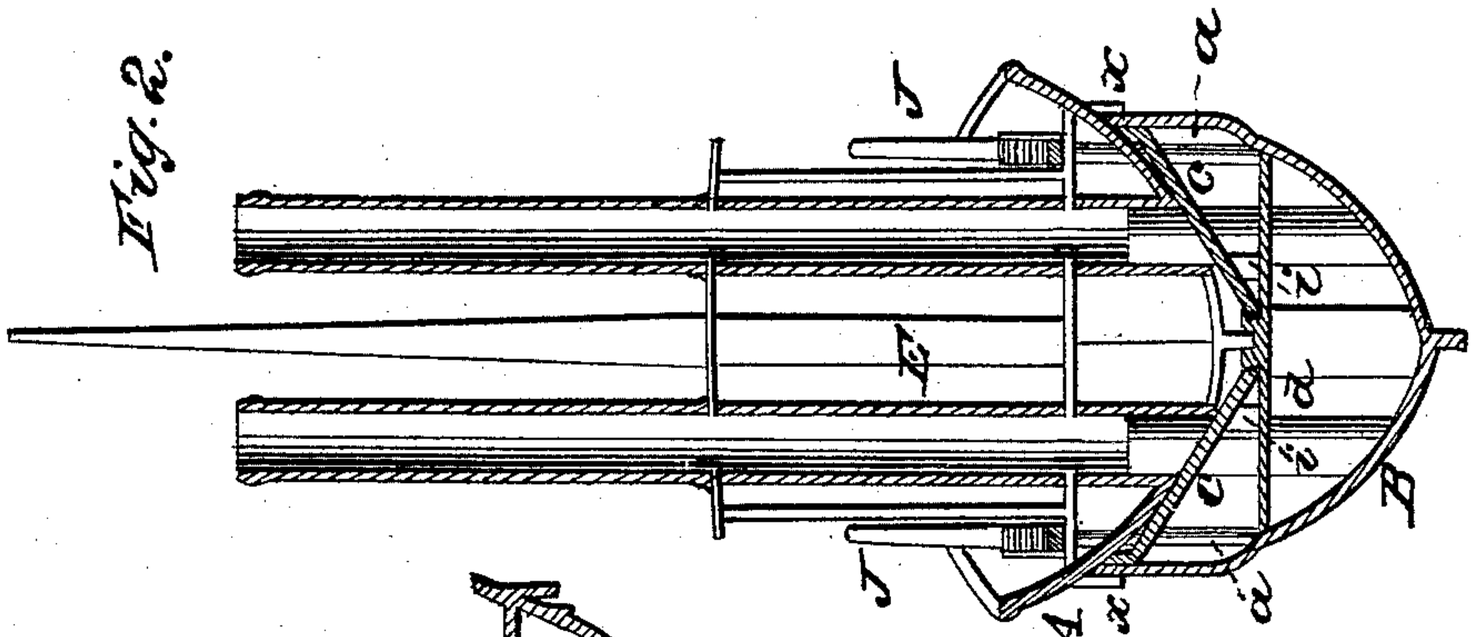

Fig. 3.

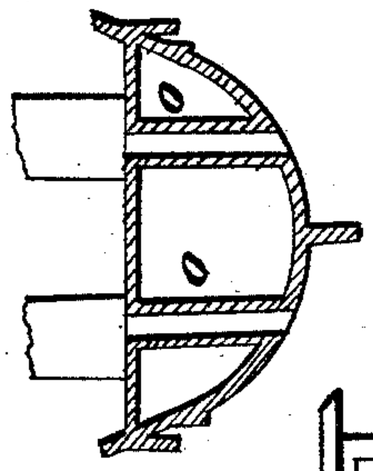

Fig. 4.

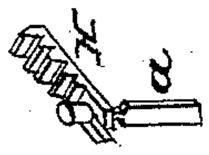

Fig. 1.

Witnesses:

Inventor:

M. Gill

UNITED STATES PATENT OFFICE.

MATHEW GILL, OF BATTLE CREEK, MICHIGAN.

LIFE OR SAFETY SHIP.

Specification of Letters Patent No. 32,623, dated June 25, 1861.

To all whom it may concern:

Be it known that I, MATHEW GILL, of Battle Creek, in the county of Calhoun and State of Michigan, have invented certain new and useful Improvements in Life-Ships; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and to the letters of reference marked thereon.

The nature of my invention consists in constructing and arranging the several parts of the vessel together with the two hulls in the manner herein set forth.

In the annexed drawings making a part of this specification A and B represent the separate hulls or two hulls of a vessel, B, being the lower and A the upper hull. These hulls are constructed separately and distinctly and are then connected and secured together as will be set forth. The lower hull is provided with two or more cross timbers *d*, *d*, which serve as braces or internal supports. Upon these timbers are erected the standards *i*, *i*, which serve to support the braces *c*, *c*, and also the rods *a*, *a*, which project upward and through the upper hull and serve with other devices for securing the two hulls together.

c, *c*, represent braces, with their inner ends secured upon the timbers *d*, in the manner represented. These braces rest upon the supports *i*, *i*, and the rods *a*, *a*, pass through them and keep them in proper position.

The timbers of the upper hull project downward as seen at *x*, *x*, and form a groove between them into which the upper edge of the lower hull fits, thus keeping the upper hull snugly in its proper position. The upper hull is made tight with scuttles which pass down through it as seen at *o*, *o*, through which water may pass out into the sea again when the upper hull is used alone.

E, represents the mast which is stationed, braced and secured in the manner represented Fig. 2.

J, is a lever with a pinion on its lower end which operates a rack bar H. This rack bar has a forked end which embraces the rods *a*, *a*, at a point where they are formed as seen in Fig. 4. The levers and rack bars are secured to the upper hull and when the rods project through this hull they are caught by the bars H, as seen in Fig. 4, and thus the two hulls are secured firmly together. It will be readily understood that these two hulls are both provided with keels and that it is the object of the inventor to loosen the lower from the upper when it becomes necessary from damage, and thus let the upper hull float securely upon the water. When water passes over the hull A it easily escapes through the scuttles *o*, *o*.

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

1. The employment of the two hulls A, and B, when connected and secured together as described, the timbers of the upper hull projecting down externally and internally over the upper edge of the lower hull for the purpose of keeping the upper in proper position upon the lower substantially as set forth.

2. The arrangement of the rods *a*, *a*, *a*, *a*, the cross timbers *d*, *d*, and the braces *c*, *c*, *c*, *c*, in the manner and for the purpose set forth.

3. The employment of the levers J, J, rack bars H, H, as constructed when used in connection with the rods *a*, *a*, as and for the purpose herein described.

MATHEW GILL.

Witnesses:
M. B. RUSSELL,
DAVID COY.