

A. Carson. Life Boat.

N^o 66,933.

Patented Jul. 16, 1867.

Fig: 1.

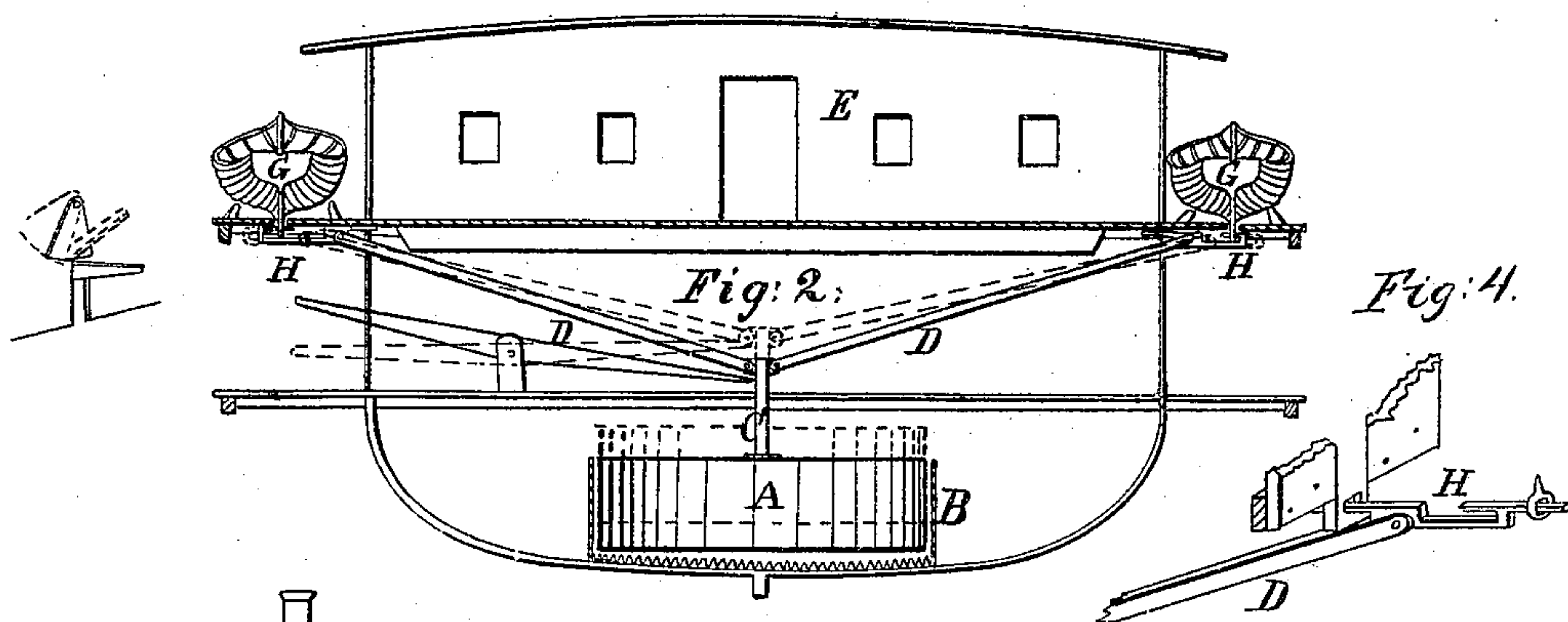
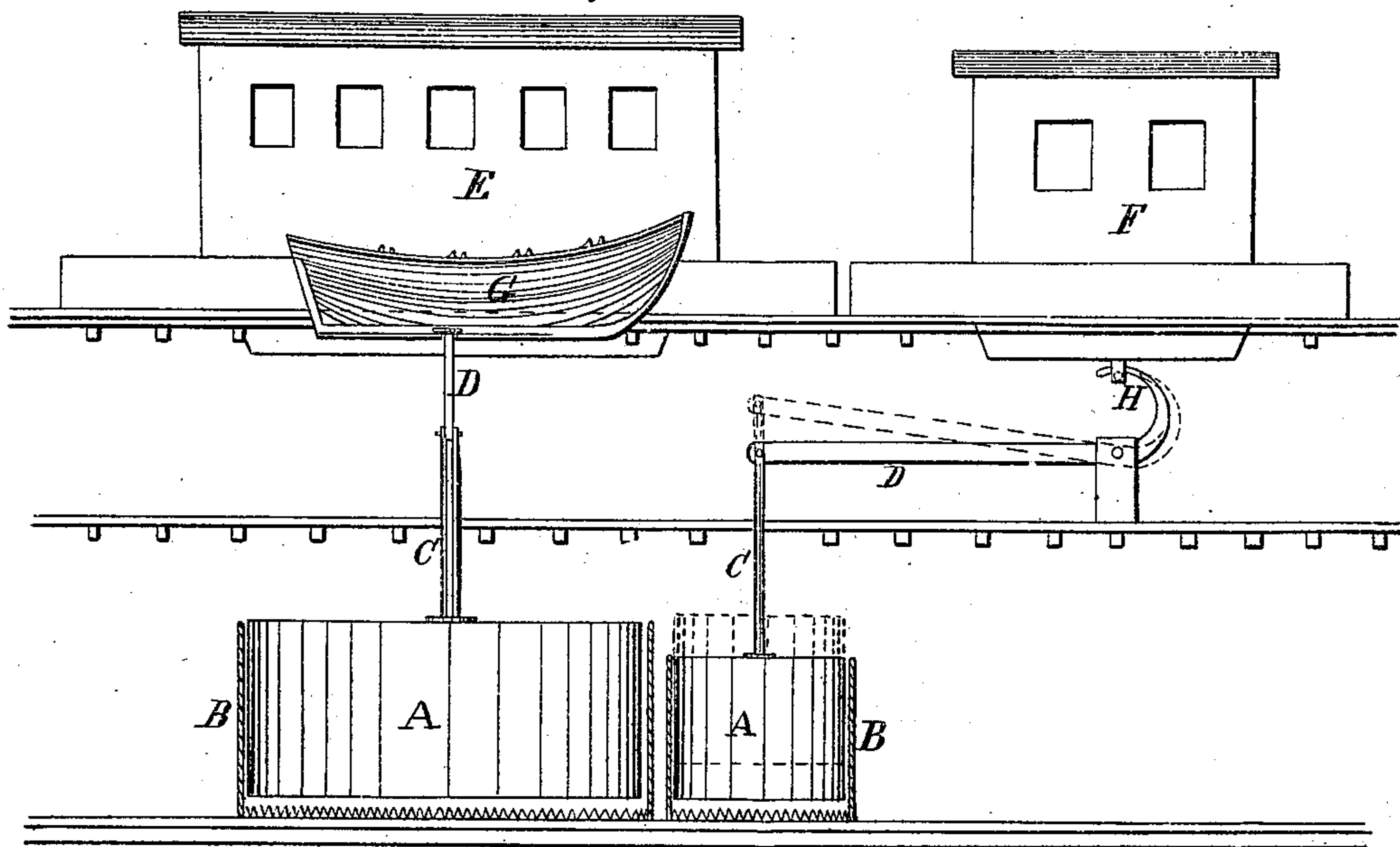
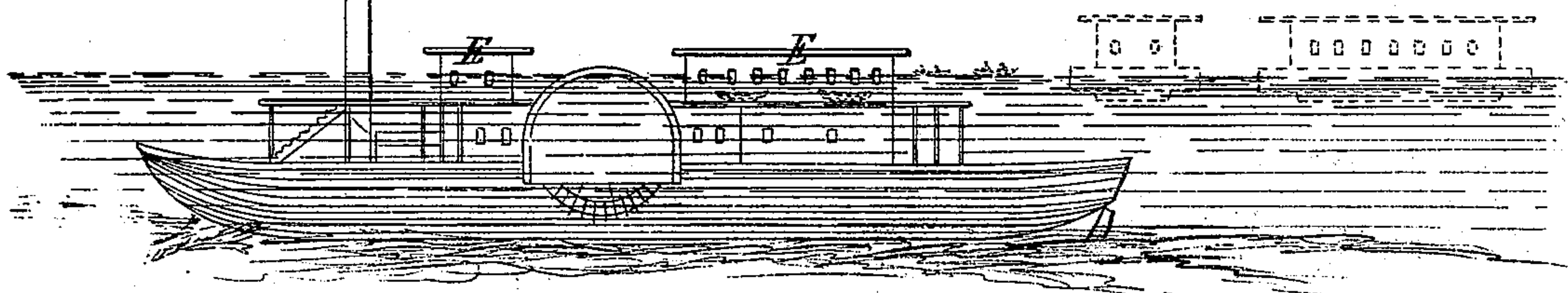


Fig: 3.



Witnesses:

R. Smith
Chas. H. Poole

Inventor:

Andrew Carson

United States Patent Office.

ANDREW CARSON, OF MEMPHIS, TENNESSEE.

Letters Patent No. 66,933, dated July 16, 1867.

IMPROVED AUTOMATIC LIFE-PRESERVING BOAT.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ANDREW CARSON, of Memphis, in the county of Shelby, and State of Tennessee, have invented a new and useful Improvement in Automatic Life-Preservers; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a vertical longitudinal section of a portion of a vessel showing the operation of my invention.

Figure 2 is a vertical transverse section of the same.

Figure 3 exhibits a sunken steamboat, with cabins, &c., detached and floating.

Figure 4 is a perspective view showing the latch by which the removable parts are secured.

My invention relates to the construction of vessels, with cabins, &c., built separate and detachable, so that when from any cause the vessel sinks, the cabins, &c., may be detached and continue to float with the passengers and valuable property; and it consists in devices adapted and designed to cause said detachment of the cabins, boats, &c., to be automatic when the water enters the hull or lower part of the vessel.

That others may understand the construction and operation of my invention, I will particularly describe it.

As vessels are commonly built there is no part designed to be detached in case of accidents which may result in the loss of the vessel itself. The boats which are commonly carried for use in such emergencies are usually lashed fast to the guard, and can only be liberated by cutting the lashings, and the articles known as life-preservers when supplied in sufficient quantities are only instrumental in preserving life. My invention is in the construction of the vessel with such portions of the upper works as may be built separate, and only attached to the hull or body of the vessel itself by fastenings, which shall become automatically detached upon the occurrence of an accident which will cause the vessel to sink. Those portions of the upper works may be the upper cabins, offices, &c., in which are contained the passengers, their baggage, and the valuable papers and property in charge of the officers of the boat. The life-boats carried upon the guards of steamers may also be secured by the same means and become detached at the same time. This invention is particularly applicable to steamboats plying upon inland waters, as upon the Mississippi and its tributaries, where thousands of lives have been lost and millions of dollars in money and valuable property sacrificed because of no similar provision having been made to guard against the dangers of a sinking vessel. In constructing the cabins, offices, &c., for use in the way proposed, their floors should be made hollow or in such a manner as to serve as reliable floats able to sustain the cabins and their contents. These floats may be constructed in any of the various methods well understood by artisans skilled in the art. They should be fitted to the framework of the boat, but only attached by latches of some kind which may be automatically withdrawn. If deemed advantageous the cabins may be constructed in several sections, so that when detached they may float independently of each other.

I will now describe an efficient device for carrying my invention into practical operation: In the hold, or beneath the guard, or in any convenient portion of the vessel which is below the cabins to be detached, I place a float, A, located within an enclosure, B, which will prevent the access of any obstructing matter whatever. This enclosure must be open at its bottom so as to permit free access of the water when the vessel is sinking, so that the said float will certainly be raised up when the water enters the vessel. Projecting above the top of the float A is the post C, and pivoted to the top of the post C are arms, D, as many as may be required. At the ends of said arms D are placed sliding bolts, H, or latches of some other suitable construction which hold firmly in place the detachable cabins E F, boats G G, &c. When water enters the hold of the vessel, or reaches that portion where the floats are located, they are raised up, and the elevation of the arms D causes the bolts or other fastenings to be withdrawn, as clearly shown in the figures, leaving the cabins, &c., free to rise and float clear of the wreck when the water reaches their floors. It is evident that the ingress of water when a vessel is sinking may be caused to operate devices in many different ways, the applied force being due to the gravitation of the water, and this may be exerted beneath a float to raise the same upon the top of a piston to depress it, or in any direction whatever, the result to be obtained being the withdrawal of latches or fastenings of any sort which may be employed to secure the cabins, &c., to the framework of the vessel. It may sometimes happen that it will be advisable to detach the life-boats or other portions which are secured in the manner above set forth, where there is no ingress of water to raise the float. For this purpose I attach a lever or other device

by which the latches may be withdrawn by hand or the application of power other than that of water, viz, manual power, steam power, &c., directed by the will of the commander. I have shown in fig. 2 a simple lever applied so that the float itself may be raised within its enclosure and the latches withdrawn, but the same may be accomplished in many different ways. A suitable locking device is also shown, by which when the lever has been depressed it may be so retained, and the latches continue to be withdrawn as long as desired. The necessity for such withdrawal of the latches may arise when the boat is on fire and the boats alone can be detached.

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

Constructing vessels with cabins, &c., constructed separate from the hull or framework of the vessel, and made detachable by devices operated automatically by the ingress of water into the body of the vessel, substantially as specified.

In combination with the float A, the arms D, and latches H, or their equivalent, for the purpose set forth.

ANDREW CARSON.

Witnesses:

R. D. O. SMITH,

CHAS. H. POOLE.