

G. F. SIEVERN.

Life-Boat.

No. 200,485.

Patented Feb. 19, 1878.

Fig. 1

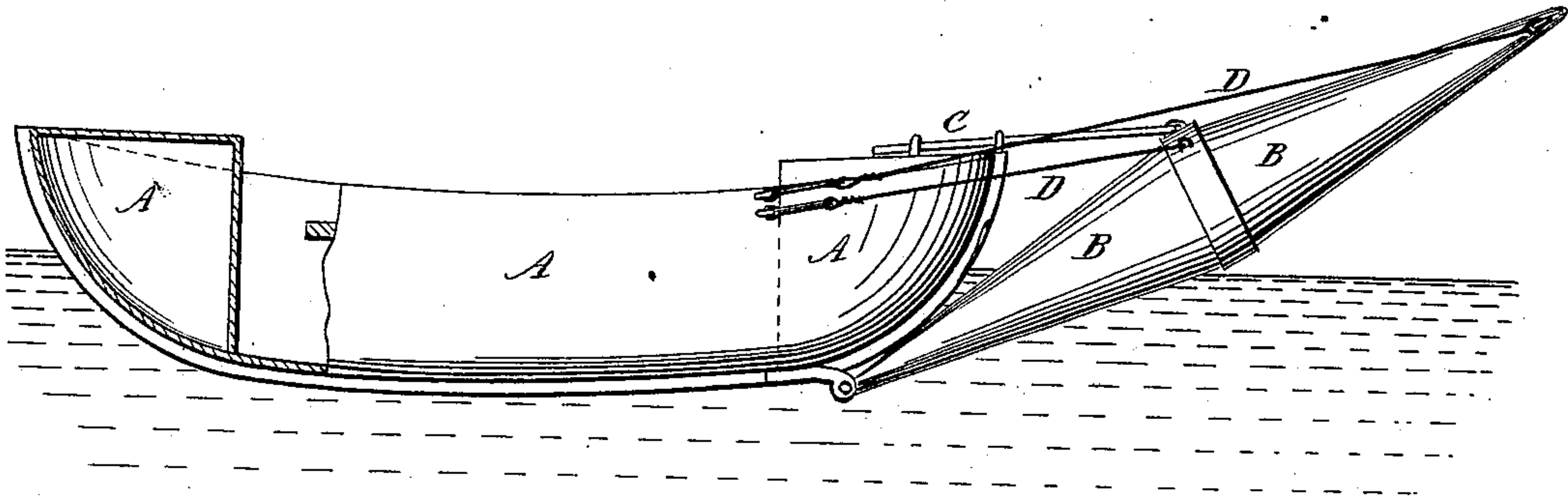
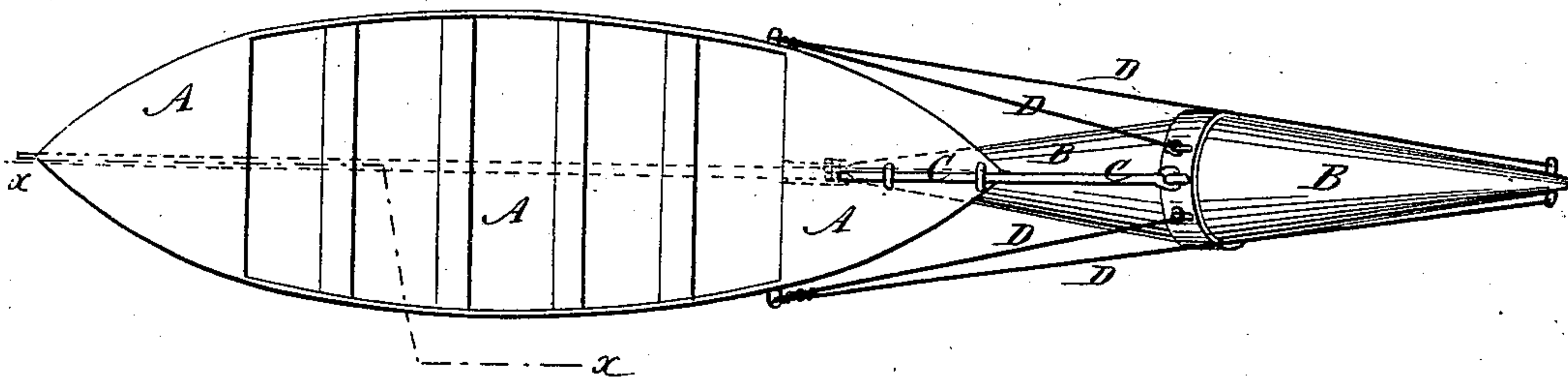


Fig. 2



WITNESSES:

C. Neveux
C. Sedgwick

INVENTOR:

G. F. Sievern

BY

Mumford

ATTORNEYS.

UNITED STATES PATENT OFFICE.

GUSTAV F. SIEVERN, OF BROOKLYN, NEW YORK, ASSIGNOR TO HIMSELF
AND ALONZO WALTON, OF SAME PLACE.

IMPROVEMENT IN LIFE-BOATS.

Specification forming part of Letters Patent No. **200,485**, dated February 19, 1878; application filed
January 18, 1878.

To all whom it may concern:

Be it known that I, GUSTAV F. SIEVERN, of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Boats, of which the following is a specification:

Figure 1 represents a boat to which my improvement has been applied, partly in section, through the line *xx*, Fig. 2. Fig. 2 is a top view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish boats which shall be so constructed that they may be used with safety in a surf and among breakers, where boats constructed in the usual way could not be used.

The invention will first be described in connection with the drawing, and then pointed out in the claim.

A represents a boat, which is constructed in the usual way. B is a buoy, which may be made in the shape of two cones placed base to base, as shown in Figs. 1 and 2, or in any other suitable shape. The buoy B may be an air-chamber, or it may be solid, and made of cork or other material of sufficient lightness. The buoy is placed in front of the bow or stern of the boat, and its lower end is attached to the forward or rear part of the keel, or to the lower part of the bow or stern, by means of eyes and a key-bolt or other detached means. The buoy B is held in place by a boom, C, attached to the bow or stern of the boat and to the middle part of the said buoy. The buoy is further secured in place by backstays D, at-

tached to the forward or rear part of the sides of the boat and to the middle and forward end of the said buoy.

With this construction the buoy B projects in front or rear of the boat and above the water, so as to meet the breakers and prevent them from breaking into the boat with such force as to swamp the boat or prevent the sailors from rowing. The buoy B also helps the boat to right itself if capsized.

With this construction, also, the buoy may be detached when desired to enable the boat to be more readily carried upon a wagon when it is necessary to carry it from place to place or to put it in a boat-house.

I am aware that it is not new to use in life-boats an adjustable buoy at bow and stern, the same forming a part of the boat; but what I make is a buoy attachable to any boat, the double conical shape not only causing the boat to rise up but to divide the surf and cause the breakers to fall before reaching the body of the boat. It also prevents the boat from being swamped or driven back by the surf at the time of launching.

What I claim as new and of my invention is—

A double-cone buoy, B, pivoted at one end to bottom of boat, held from the middle by a median boom, C, and braced laterally by stays D, substantially as shown and described, for the purpose specified.

GUSTAV F. SIEVERN.

Witnesses:

JAMES T. GRAHAM,
C. SEDGWICK.