

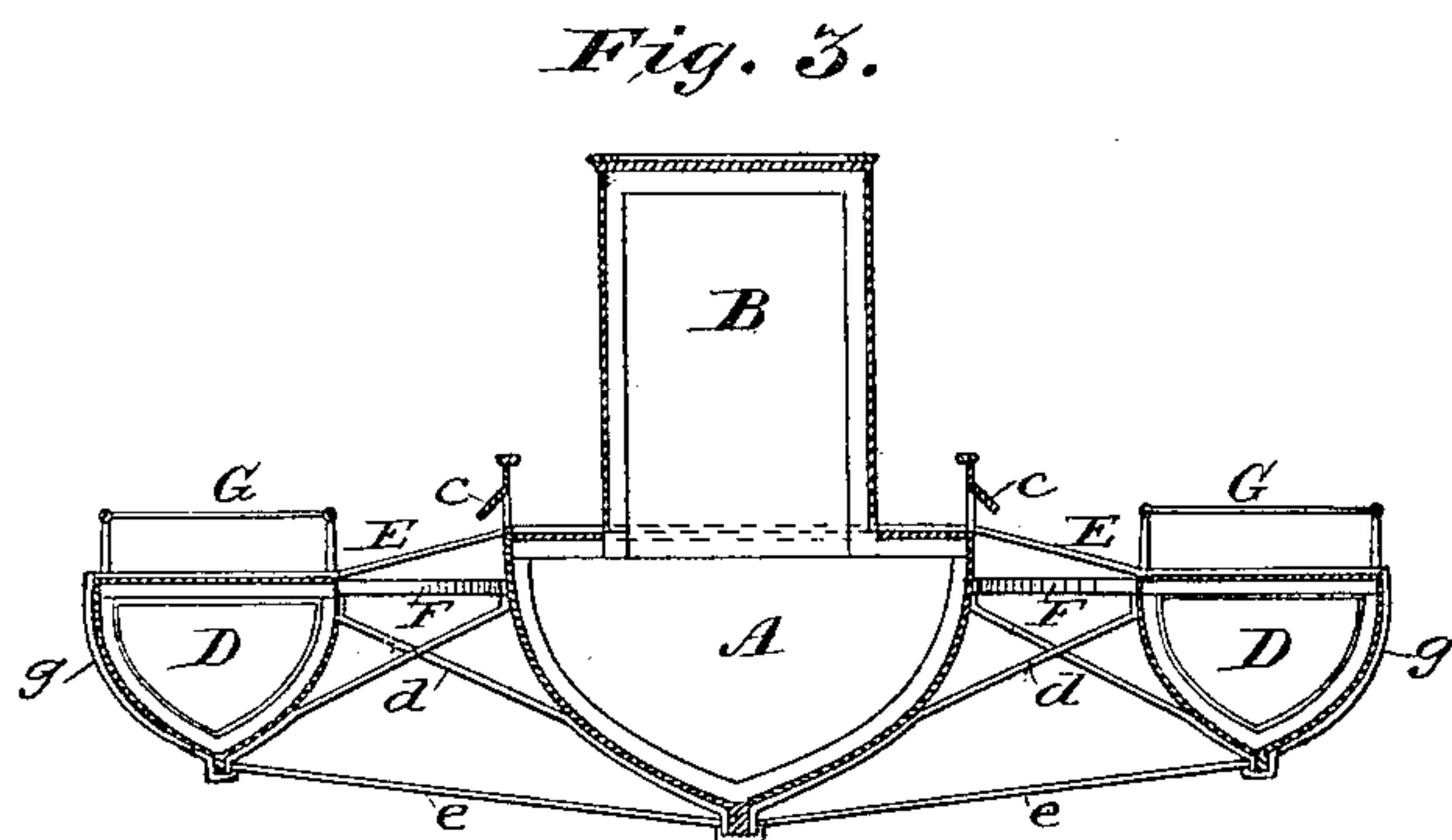
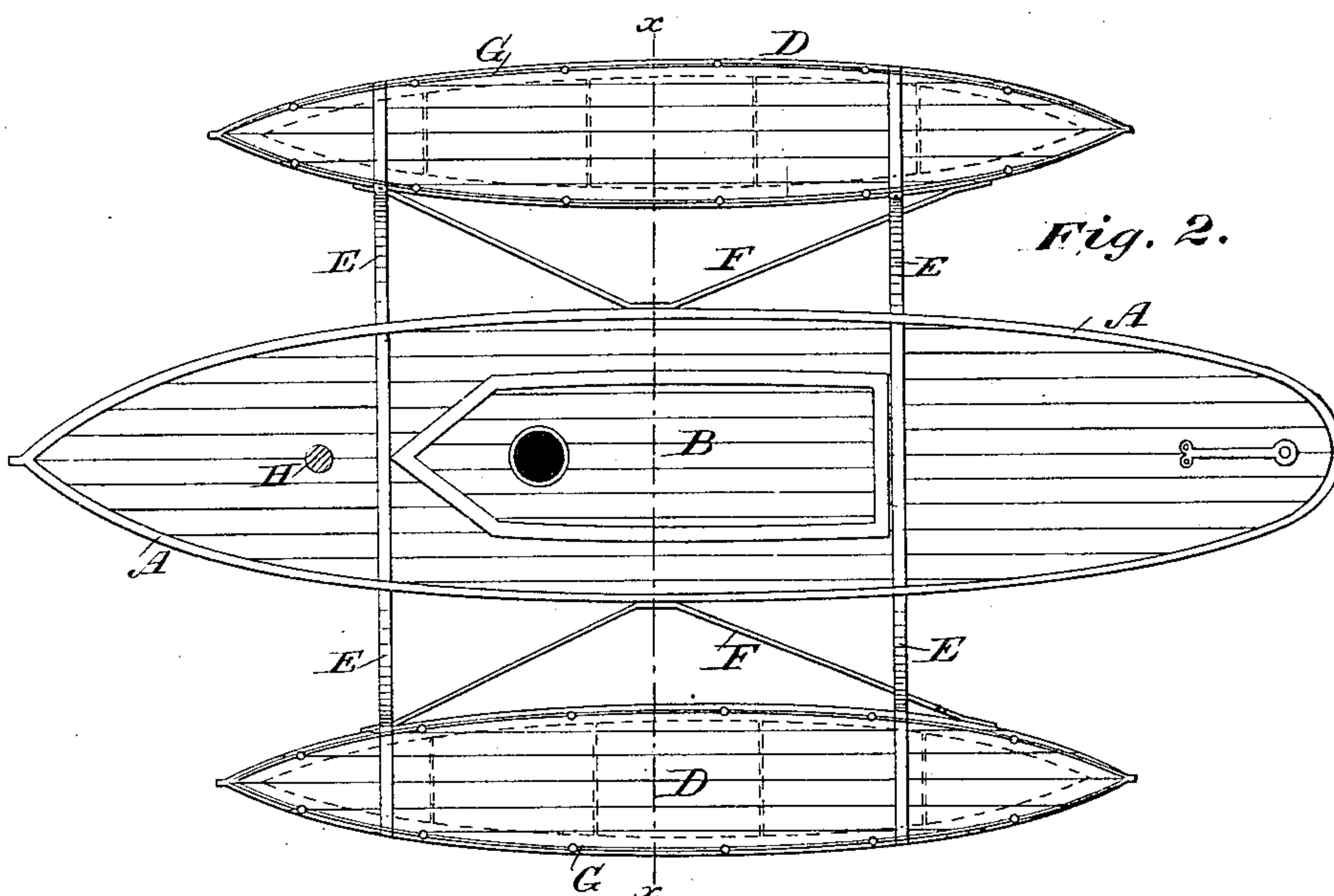
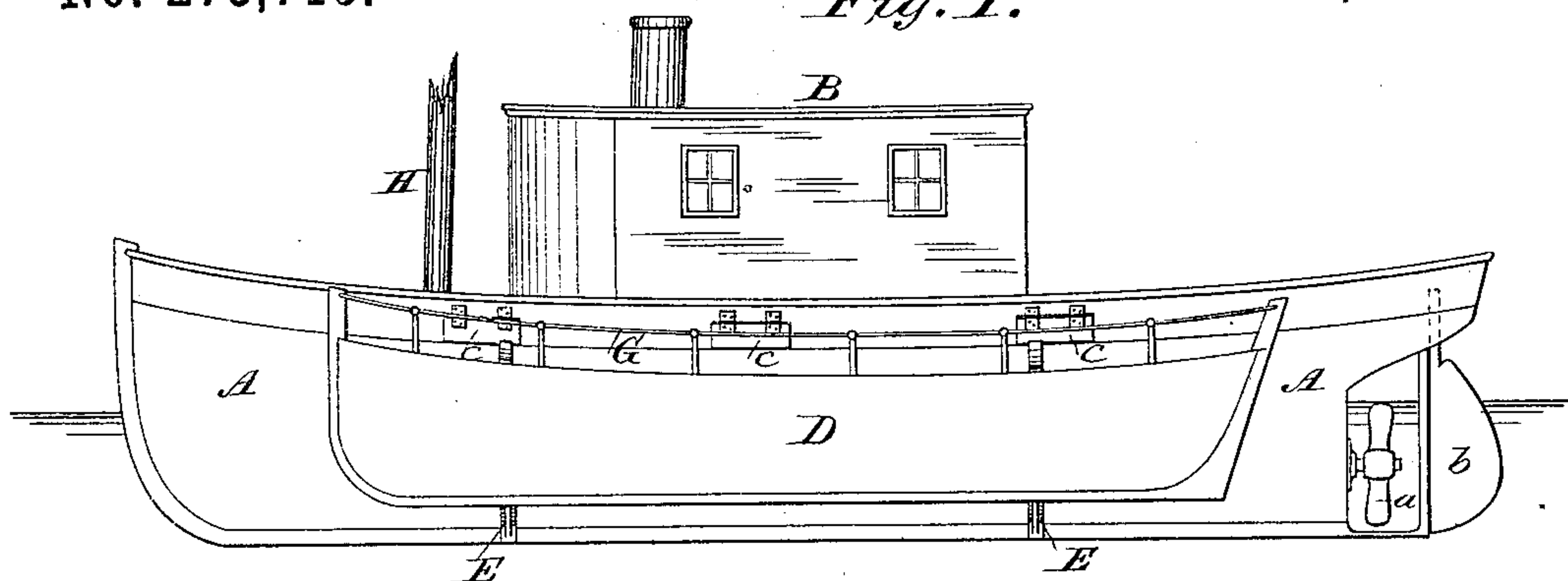
(No Model.)

D. DWYER.

LIFE BOAT.

No. 273,713.

Patented Mar. 13, 1883.



WITNESSES

Charles Hemje  
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# UNITED STATES PATENT OFFICE.

DANIEL DWYER, OF MARSHALL, TEXAS.

## LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 273,713, dated March 13, 1883.

Application filed July 31, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL DWYER, a citizen of the United States, residing at Marshall, in the county of Harrison and State of Texas, have invented certain new and useful Improvements in Life-Boats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in life-boats, more especially in that class having a central main boat, to which a float is secured on each side, so as to give a broad floating capacity and stability to the boat; and the object is to prevent the boat from being capsized.

The invention consists in providing a steam-launch with a float on each side, secured by suitable strong braces thereto, and to provide said floats with a hand-rail, so that persons can hold onto said rails, and are prevented from being washed off.

It also consists in the construction and arrangement of certain parts, as will be more fully described hereinafter, reference being had to the accompanying drawings and the letters of reference marked thereon.

Like letters refer to like parts in the different figures of the drawings, in which—

Figure 1 represents a side elevation of my improved life-boat as a steam-launch. Fig. 2 is a plan view of the same. Fig. 3 is a cross-section on line *x x*.

In the drawings, A represents the main boat, which may be made with an overhanging stern, as shown in the drawings, to form a space for a propeller, *a*, and rudder *b*; or it may be made sharp at each end, with a stern similar to the bow, which I prefer. When constructed as a steam-launch the house B, for containing the engine and boiler, is made with a sharp or triangular front end, so that the waves which come in contact with it will be split or divided and carried each side of the boat. In the bulwark of the boat are arranged a number of hinged doors, *c*, so that the water coming on deck in a rough sea can freely and quickly flow off the deck. On each side of the boat A are firmly secured the floats D by strong iron braces E, which extend across the decks of the boat and floats and are secured to them. Between the boat and floats are also secured the cross-

braces *d*, and at the lower part of the boat and floats are attached the additional brace-rods *e*, thus forming a very strong bracing between all and holding them all firmly together. In addition to these, there may be arranged the longitudinal braces F, extending fore and aft of the boat and floats. Around the sides of the floats are secured the hand-rails G, which form a very important part of my invention, as they form a good support for persons who may get on the floats, and a netting of strong rope or wire may be arranged between the boat and floats to prevent persons from falling between them. A mast, H, may be also properly rigged in the boat A. Where the braces are attached I prefer to use bilge-keels to form a stiffer securing means. As stated, I prefer the boat to be made sharp at bow and stern, so as to better cut the surf or the waves. The railing should be made high enough to form a safe protection and give a safe hold to the persons taken from a wreck. The boat, as well as the floats, may be made in compartments, and the floats are to be filled with air-tanks, so as to insure their buoyancy. The diagonal braces can be fastened to cleats between the bilge-pieces, if desired. The braces E may be extended around the bottoms of the keels and secured to them by bolts or rivets or other suitable fastening means, and they may extend around the floats, as shown at *g*.

The great advantages of my improved life-boat, especially when made as a steam-launch, will be readily appreciated by all mariners and those skilled in the art, and some of them are that it makes a very strong and reliable life-boat, which it is almost impossible to upset; it will readily cut through a surf or heavy sea; a great many persons can be carried by it at a time; the waves will break over it very easily; its buoyancy and stability are very great in proportion to its size; it cannot get out of order; the braces, being arranged in the manners shown, form no resistance to the water; the boat and floats can be made of wood, metal, or other suitable material, and they can be made of any size desired, either larger or smaller; a boat constructed on this plan can, in proportion to its size, when compared with ordinary life-boats, carry a great many more persons.

I am aware of the English Patent No. 1,884,

A. D. 1875, in which is represented a steam ship or yacht having cylindrical or cigar-shaped outriggers secured to the main vessel by a strong frame; and I am also aware that  
5 hand-rails and hinged doors arranged on ordinary vessels or boats are, broadly, not new, and therefore disclaim such; but,

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

1. In a life-boat, the combination of a central boat, A, with the two floats D, and secured to boat A by lateral braces E, extending over said boats, cross-braces *d*, and brace-  
15 rods *e*, all arranged as shown, and for the purpose specified.

2. The life-boat herein described, consisting of a central boat, A, provided with a house, B, pointed at its forward end, in combination with the floats D, secured to the central boat 20 by lateral braces E, cross-braces *d*, brace-rods *e*, and longitudinal braces F, all arranged substantially as shown and herein specified.

In testimony whereof I hereby affix my signature in presence of two witnesses.

DANIEL DWYER.

Witnesses:

CHARLES HEMJE,  
LLOYD F. KELEHER.