

(No Model.)

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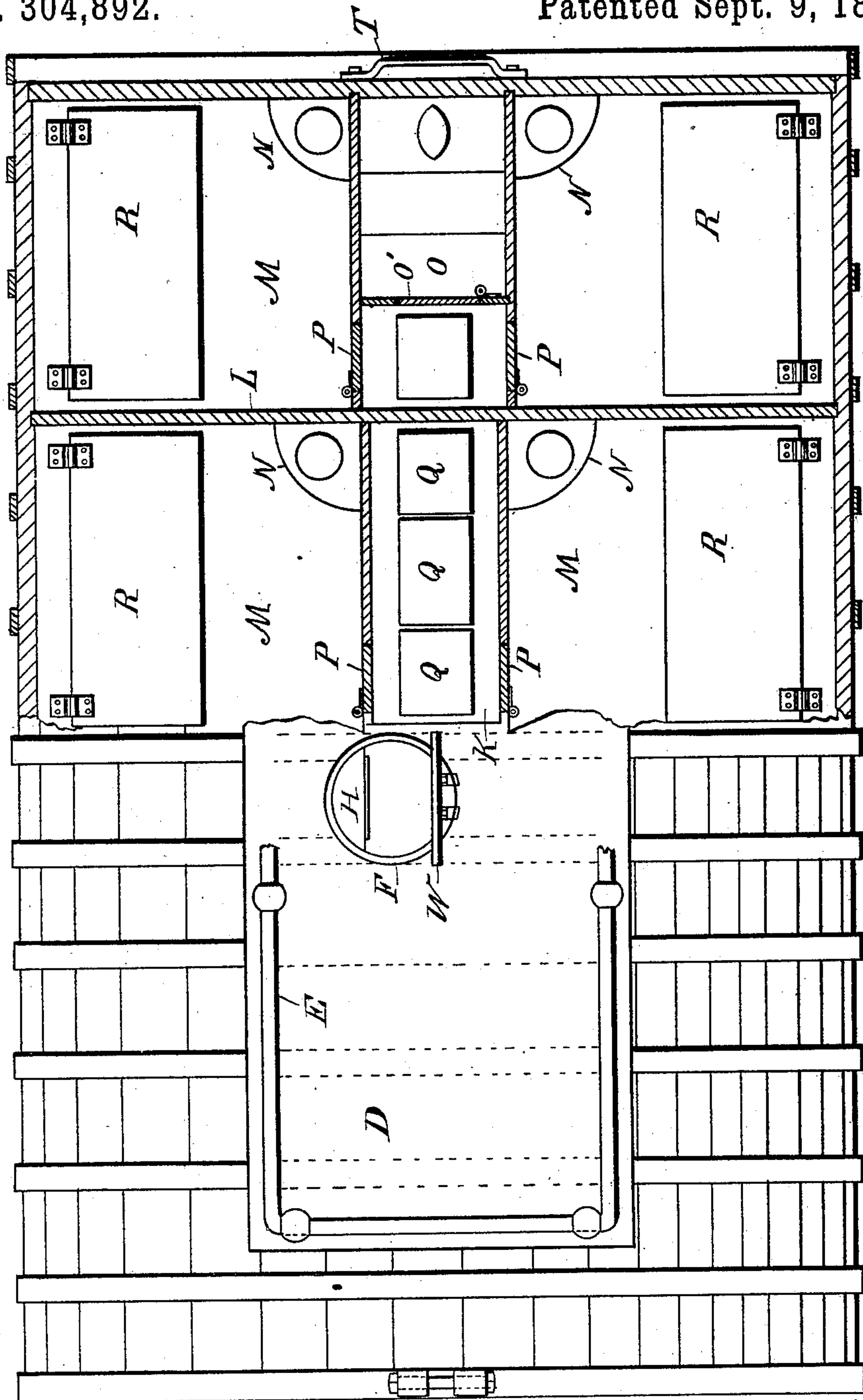
J. R. ADAMS.

LIFE RAFT.

No. 304,892.

Patented Sept. 9, 1884.

Fig. 1



WITNESSES:
V. H. Ernst
L. Sedgwick

INVENTOR:
J. R. Adams
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ATTORNEYS.

(No Model.)

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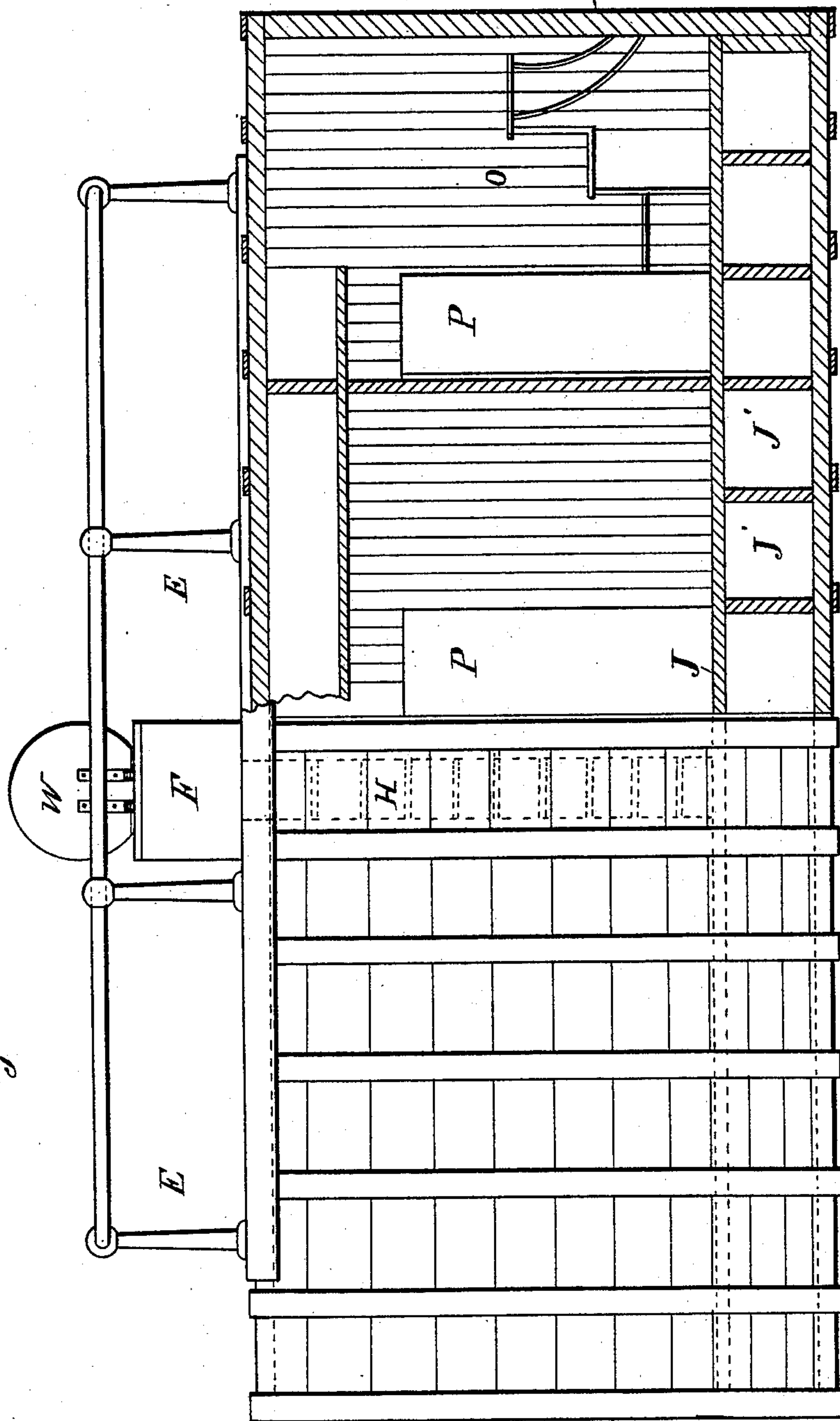
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Fig. 2



WITNESSES:
V. H. Cernusca
C. Sedgwick

INVENTOR:
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(No Model.)

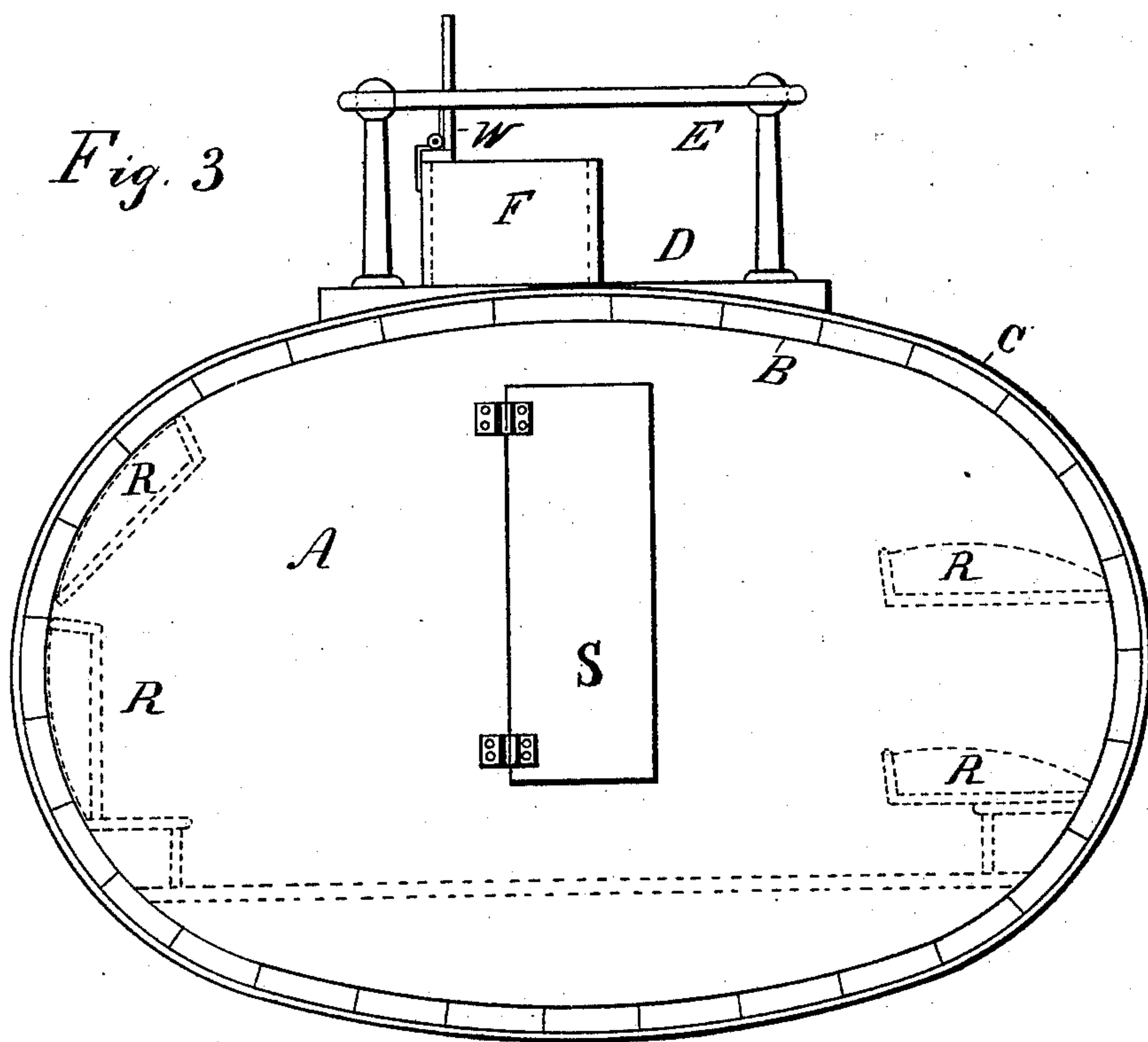
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C. Sedgwick

INVENTOR:

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BY *Munn & Co*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN R. ADAMS, OF HOUSTON, TEXAS.

LIFE-RAFT.

SPECIFICATION forming part of Letters Patent No. 304,892, dated September 9, 1884.

Application filed May 13, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN R. ADAMS, of Houston, in the county of Harris and State of Texas, have invented a new and Improved Life-Raft, of which the following is a full, clear, and exact description.

The life-boats, life-rafts, &c., used at present on steamers and sailing-vessels do not present sufficient facilities for saving the lives of the persons on the vessel in case of an accident, as a sufficient number of such life-boats or life-rafts are not provided in any case, for they would occupy too much space on the deck of the vessel.

The object of my invention is to avoid these difficulties by providing a new and improved life-raft which is so constructed that it can be used as a state-room ordinarily, and as a life-raft in case of danger.

The invention consists in a closed box or vessel held on the deck of a marine vessel, and divided into a series of compartments, which are adapted to be used as state-rooms when the said box or vessel is on deck, the said box or vessel being adapted to be used as a life-raft in case of accident.

The invention also consists in other parts and details and combinations of the same, as will be hereinafter fully described and set forth.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of my improved life-raft, parts being broken out. Fig. 2 is a longitudinal elevation of the same, parts being broken out. Fig. 3 is an end view of the same.

My improved life-raft is provided with two oval end pieces or heads, A, on the edges of which staves or boards B are placed, which are held in place by heavy hoops or bands C, passed around the staves and drawn firmly together by means of nuts and bolts, so that the life-raft will essentially consist of a flattened barrel or cask. On the top of this life-raft a platform, D, is arranged, which is surrounded by a railing, E, made of iron or other metal rods, secured on standards, or of ropes secured on standards, or in any other suitable manner. From the said platform D a hollow shaft or tube projects upward, from which a ladder, H, leads down to the floor J of the raft. Between

the floor and the shell compartments J' are formed, in which water-tanks, receptacles for food, oil, and other necessities are placed. The life-raft is provided with a longitudinal central hallway, K, extending from end to end, and with a series of transverse partitions, L, forming a series of state-rooms, M, each of which is provided with a wash-basin, N. At the end of the hall a compartment, O, is arranged, which may be used as a toilet-room. Doors P lead from the hallway into the state-rooms, and a door, O', leads to the toilet-room. The hall is so arranged that the ladder H, extending down from the tubular shaft F, will be formed on one side of the said hallway. In the floor of the hallway trap-doors Q are arranged, through which access can be had to the compartment J', formed below the floor J of the raft. In each state-room bunks R are arranged, which are hinged to the side walls, and are provided with suitable means for holding them in place, two or three bunks being arranged one above the other, as may be desired, two being preferred. At that end of the raft opposite the one at which the toilet-room O is formed a door, S, is arranged, which leads to the hallway K. The raft is provided on the ends with heavy bars T, for fastening chains or cables to hold the raft on deck. The shaft F is provided with a door, W, which can be closed absolutely tight. The raft is held on the deck, and is suitably propped up and braced and used as state-rooms, access being had to the raft through the door S. In case of danger, the door S is closed and securely bolted, and the passengers enter the raft through the shaft F. The raft is disconnected from the deck of the vessel, and in case the vessel sinks the raft is washed off and floats on the water like a huge cask or barrel. As it is closed on all sides and ends, it can be thrown about by the waves without any injury to the occupants. If the weather permits, some of the passengers can ascend to the platform D and raise masts or poles with signals of distress; or the said platform can be used as a lookout for passing steamers.

As all the state-rooms on the deck of a steamer can be constructed as my improved life-rafts, in the manner described, it is evident that a steamer can carry sufficient rafts for a large number of persons without wasting any

space on the deck of the steamer, as the said space would be occupied by the ordinary state-rooms or cabin, which would afford no better accommodation and more conveniences than
5 my improved combined state-room and life-raft affords.

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

10 1. In a life-raft, the water-tight vessel having a central longitudinal hallway and transverse compartments, said hallway communicating with said compartments, and having trap-doors in its floor, establishing communi-
15 cation with storage-compartments between the floor and the shell of the vessel, substantially as and for the purpose set forth.

20 2. In a life-raft, the water-tight vessel having a central longitudinal hallway and compartments furnished as state-rooms, said hallway communicating with said compartments, and having trap-doors in its floor, establishing communication with storage-compartments between the floor and shell of the vessel, said

vessel also having a hollow shaft, with its up- 25 per end accessible by a ladder disposed against a wall of the hallway, substantially as and for the purpose set forth.

3. In a life-raft, the water-tight vessel dis- 30 posed on deck of a marine vessel, and detachably connected to the latter, said water-tight vessel having a central longitudinal hallway and state-room compartments communicating with the hallway, said hallway having trap-
35 doors in its floor, establishing communication with storage-compartments between the floor and shell of the water-tight vessel, substantially as and for the purpose set forth.

4. A state-room having water-tight sides, 40 ends, floor, and ceiling, which state-room is adapted to be held detachably on the deck of a vessel, so as to adapt it to be used as a life-raft, substantially as herein shown and described.

JOHN R. ADAMS.

Witnesses:

F. A. SCHAEFER,
W. S. OLDHAM.