(No Model.)

D. P. DOBBINS.

LIFE BOAT.

No. 316,882. Patented Apr. 28, 1885.

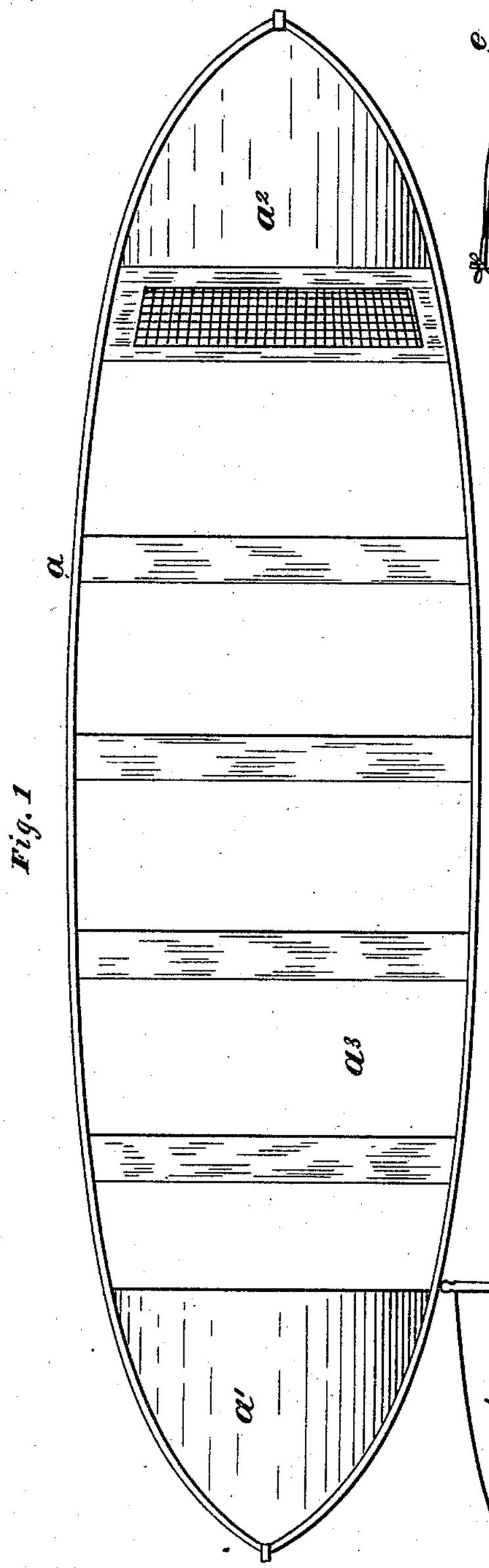

Fig. 1

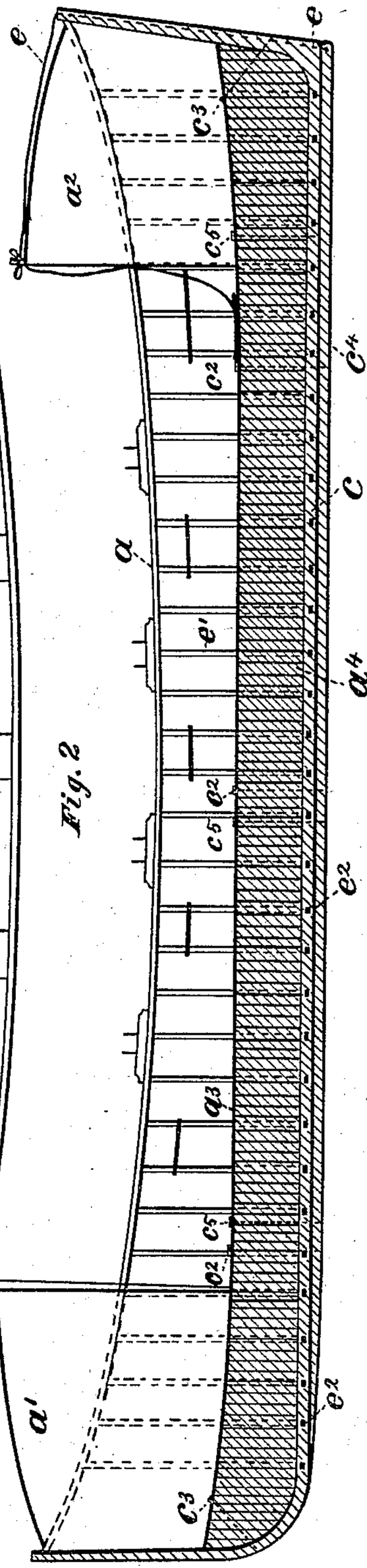

Fig. 2

Fig. 3

Witnesses.

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UNITED STATES PATENT OFFICE.

DAVID P. DOBBINS, OF BUFFALO, NEW YORK.

LIFE-BOAT.

SPECIFICATION forming part of Letters Patent No. 316, 882, dated April 28, 1885.

Application filed July 28, 1884. (No model.)

To all whom it may concern:

Be it known that I, DAVID P. DOBBINS, a citizen of the United States, residing in Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Life-Boats, of which the following is a specification.

The object of this invention is to produce an unsubmergeable life-boat, possessing all the elements of great strength and lightness, and having the keel and keelson combined in one piece, and mortised or perforated at proper intervals to admit of reeving or passing through the bent frames or ribs, each of which is in one piece, extending from gunwale to gunwale, on the top of which keel is a rider-keelson, or "strong-back," the full length and depth of the hold, reaching to and supporting the deck-frame amidships, and edge bolted to the combined keelson and keel, fore foot, keel, stem and stern-post, thereby insuring great strength, and dividing the hold into two fore-and-aft water-tight compartments filled solid with sheet-cork for giving additional strength to the boat, rendering it perfectly impervious to water, all of which will be fully and clearly hereinafter shown and explained by reference to the accompanying drawings, in which—

Fig. 1 is a plan or top view of the boat. Fig. 2 is a vertical longitudinal section through the boat on one side of the strong-back through the cork-filling, keelson and keel; and Fig. 3 represents a cross-section through the boat, cutting through one of the ribs or frames, keel, keelson, strong-back deck, and sheet-cork filling.

a represents the hull of the boat.

a^1 a^2 are the air-cases. They are built in with the boat so as to be light, strong, and durable. The deck a^3 runs the whole length of the boat, and is supported by the beams laid on the strong-back a^5 and sheet-cork filling a^4, to which it is firmly secured by nails, or in any well-known way. The strong-back is secured to the combined keel and keelson *c* c^1 (*c* represents the keelson) by edge bolts, c^2, and is also secured to the "fore foot, stem, keel, and stern-post," by bolts c^3.

The boat may or may not have an iron keel, c^4, secured by bolts, c^5, through the rider-keelson and keel, for beaching and dragging or drouging purposes, when required, which bolts are constructed and arranged so as to be easily removed from the deck, and thereby detach the iron keel. It is secured by a line, *e*, so that when detached it may be used as a drag when necessary.

The frames or ribs e' of the boat are each made of a single piece, so as to reach from gunwale to gunwale. The keelson is mortised or provided with holes e^2, of a form corresponding to the cross-section of the ribs, which are passed through them and secured in place by nails, or in any other well-known way.

A boat constructed in this way possesses great strength, and is light and easily handled.

The cork filling a^4 is in the form of sheets or boards of an inch (more or less) in thickness. I prefer setting them up edgewise and securing them together by dowels, and to the boat's hull by nails; but bolts, screws, or any other well-known means may be used to fasten them together, and, if desired, the cork boards may be put in and secured together in any position. The object being to add to the strength of the boat, furnish the desired ballast, exclude all air or water space in the hold, and to render the boat unsubmergeable, each sheet of cork is made water-proof by immersing it in paraffine or other equivalent material, or a mixture of paraffine and other material. This operation renders the whole mass perfectly impervious to water.

I claim as my invention—

1. In a life-boat, the combination, with the combined keel and keelson, made of one piece of material, of a rider-keelson or strong-back, also made of one piece of material, reaching from the keelson to and supporting the deck, and running the whole length of the boat and dividing the hold into two longitudinal compartments, the whole being secured together by bolts, substantially as described.

2. The combination, with the combined keel and keelson formed in one piece and provided with a series of perforations or mortises, of the ribs or frames of the boat adapted to pass through the mortises and be secured substantially as described.

3. A life-boat provided with an iron keel-shoe secured by bolts passing through the keel-shoe, keel and deck, and having a line secured to one end of the keel-shoe and to the stern of the boat, whereby the keel-shoe may be re-

leased from the deck and be used as a drag, substantially as described.

4. In a life-boat, the combination of keel and keelson combined, the frames of the boat formed in one piece, and passing through it, and a strong-back dividing the hold into two longitudinal compartments, substantially as and for the purposes described.

5. In a life-boat, the combination, with the combined keel and keelson formed in one piece, of a strong-back also formed of one piece, and a deck-frame secured to the strong-back, the several parts being united together and to the stem and stern-posts by edge bolts, substantially as described.

6. A life-boat provided with a strong-back dividing the hold into two longitudinal compartments, in combination with a solid filling of sheet-cork made water-proof, as and for the purposes described.

7. A life-boat the hold of which is filled with sheet-cork secured together and to the hull of the boat by dowels and bolts, the said cork being rendered water-proof by paraffine, whereby the boat is rendered tight and strong, is properly ballasted and the hold is impervious to air and water, substantially as described.

D. P. DOBBINS.

Witnesses:
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